



west footscray urban design framework

volume 01 of 05

01 setting the scene

Adopted 18 March 2008

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Thank you to the community of West Footscray

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The West Footscray Urban Design Framework was awarded the 2007 PIA Victoria Award for Planning Excellence in the 'Social and Community Based Planning' category on the 19 October 2007

Adopted by Maribyrnong City Council at the Council Meeting of 18 March 2008



volume 01

- 04** *overview*
- 08** *commitment to the council plan*
- 10** *setting the scene*
- 12** *report purpose*
- 12** *project scope*
- 14** *methodology*
- 18** *site analysis*
- 26** *literature analysis*

volume 02

- 28** *urban design framework*
- 30** *the urban design framework*
- 32** *the vision*
- 34** *framework principles*
- 38** *the framework drawing*

volume 03

- 44** *guidelines*
- 46** *how to use the guidelines*
- 50** *local attractors*
 - > G01 built environment
 - > G02 recreation reserves
 - > G03 development attitudes
- 70** *circulation systems*
 - > G04 pedestrian network
 - > G05 bike network
 - > G06 public transport network
 - > G07 road network
 - > G08 network amenity

volume 04

- 106** *action plans*
- 108** *how to use the action plans*
- 114** *priority nodes*
 - > PN_01 the village
 - > PN_02 west footscray intermodal interchange
 - > PN_03 tottenham station
- 124** *neighbourhood foci*
 - > NF_01 maidstone
 - > NF_02 burns street
 - > NF_03 essex street
 - > NF_04 footscray west
 - > NF_05 hansen
 - > NF_06 tottenham
 - > NF_07 barkly west
- 144** *unique opportunities*
 - > UO_01 the trainline east
 - > UO_02 the trainline west
 - > UO_03 the creek junction
 - > UO_04 albert facey street
 - > UO_05 anders triangle
- 160** *the broader network*
 - > BN_01 transport links
- 164** *implementation plan*
- 166** *implementation plan*

volume 05

appendix

overview

The community's vision for West Footscray is to 'enhance the qualities of an active, sustainable and inclusive residential neighbourhood supported by up-graded local amenities of parks, community facilities, retail and good connections to the wider environment.'

The West Footscray UDF was established in November 2006 through a Councillor Initiative in the 2006/2007 Council budget. The Framework has been prepared in house by Council's City Design + Place Making unit, in conjunction with Robyn Pollock of VAST environments.

The purpose of the West Footscray Urban Design Framework is to outline the vision and series of action plans over the next fifteen years to improve the quality, function and amenity of key public and private spaces across the West Footscray area.

The West Footscray Urban Design Framework seeks to crystallise Council's existing policies relevant to the neighbourhood, through critical analysis in relation to the community's set vision and principles. The appropriate actions and references from these policies are resolved and revealed throughout the document.

As the community's vision for West Footscray is to 'enhance the qualities of an active, sustainable and inclusive' neighbourhood a wide range of Council's policies were explored in the development of the framework, including the Open Space Strategy (August 2006), the Maribyrnong Early Years Plan (April 2006) and the Maribyrnong Strategic Bicycle Plan (January 2004).

The West Footscray Urban Design Framework has been developed through a rigorous analysis, consultation and design process. The framework consists of seven main components:

1. Site + Literature Analysis
2. The Vision
3. Framework Principles
4. Framework Drawing
5. Guidelines
6. Action Plans
7. Implementation Plan

1. Site + Literature Analysis

Extensive site and literature analysis was undertaken for the large study area and then presented at the first community workshop in November 2006, attended by around 50 people. At the community workshop the preliminary research for West Footscray neighbourhood was presented. This included nine posters outlining the existing conditions, opportunities and strengths of the neighbourhood. The workshop was focused on two key phases- firstly, current perceptions of the neighbourhood and secondly, future aspirations for the neighbourhood.

2. The Vision

The vision statement expresses the community's aspirations for West Footscray over the next 15 years. The vision was developed at the first community workshop and then agreed upon at the second community workshop in December 2006. The vision statement for West Footscray reads:

'Our aim for West Footscray is to enhance the qualities of an active, sustainable and inclusive residential neighbourhood supported by up-graded local amenities of parks, community facilities, retail and good connections to the wider environment.'

3. The Framework Principles

The framework principles outline design aims that will develop the current perceptions into the future aspirations for the neighbourhood. The principles were developed at the first community workshop and then agreed upon at the second community workshop. The agreed principles are:

1. Further support the unique diversity in Barkly Village, encouraging more vitality and vibrancy
2. Create West Footscray intermodal interchange and up-grade Tottenham Station and their surrounding bus stops, bike routes, carparks, footpaths to create safe, comfortable and integrated intermodal hubs.
3. Strengthen the existing sense of neighbourhood within the smaller precinct identity and role of supporting the local identity.
4. Improved connections to both destinations outside the neighbourhood and key internal nodes
5. A green neighbourhood created by the community to support the natural environment systems.
6. Cater for a range of youth opportunities and activities for the changing demographics of neighbourhood.
7. Soften the barrier created by the rail infrastructure both physically and perceptually.
8. Manage the ongoing evolution of the neighbourhood including gentrification, densification and industrialisation to support the changing character of West Footscray.

4. The Framework

The Framework advocates place based and circulation network improvements needed to achieve the agreed principles and vision in West Footscray. The guidelines and action plans sit underneath the over-arching Framework, detailing strategic, capital and supporting program improvements that help achieve the vision. The framework was presented and agreed upon at the third community workshop in May 2007.



overview (cont.)

5. The Guidelines

The guidelines detail a written and graphic explanation of what is intended by the Framework drawing. The guidelines were developed through extensive cross Council consultation with Strategy and Economic Development, Leisure and Open Space, Urban Planning, Sustainability and Environment, Transport and Special Projects, Property Management, Infrastructure Planning and Construction; and Community Planning and Advocacy.

The guidelines focus on place and their connections, with direction on local attractors (covering commercial, educational and community buildings, parks and new developments) and on circulation systems (covering pedestrian, bike and public transport networks).

6. The Action Plans

The action plans outline a list of actions for selected strategic locations throughout West Footscray. The action plans outlines a list of priority actions to implement over the next 15 years. The actions were presented and the priority actions were established at the third community workshop in May 2007. The action plans outline what should be retained, strengthened or added within each identified area. The four main locations that were explored were:

- 1. Priority Nodes
- 2. Neighbourhood Foci
- 3. Unique Opportunities
- 4. The Broader Network

7. Implementation Plan

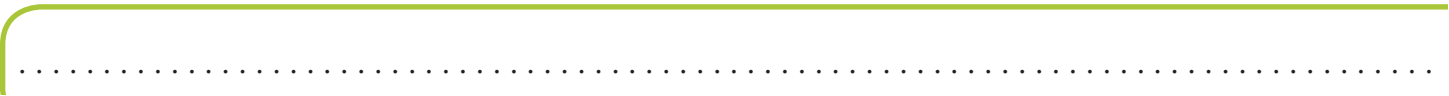
The implementation plan outlines when actions detailed in the framework will be implemented. There is a large scope of actions required to implement the community's vision. The implementation will need to be executed by a range of stakeholders including Council, State and Federal Government and their agencies, private industry and developers, and local residents. The implementation plan outlines a series of smaller strategic actions of which detailed projects and costings will be developed. The vision, principles and guidelines should remain central when implementing the outlined actions, to ensure that built outcomes achieves the community's vision.

The West Footscray Urban Design Framework details a plan to help mould West Footscray into an 'active, sustainable and inclusive residential neighbourhood' through focusing on improving community attractors, such as the Village, the two train stations and the seven smaller neighbourhood foci, to create people friendly, vibrant and green places, while also improving sustainable connections between internal and external attractors, such as the City, Footscray, Highpoint, and Sunshine, through cycling, walking and public transport.

The framework is deliberately thorough, through external and cross Council consultation, to ensure that the document is sufficiently robust to last the 15 year implementation timeframe.

The document crystallises the existing programmes and strategies relevant to the West Footscray perceptual neighbourhood, and focuses energies to help achieve the community's vision. In this sense the West Footscray Urban Design Framework is intended to be used as the West Footscray 'handbook' for relevant stakeholders, including Council, State Government, private industry and West Footscray residents. This 'handbook' ensures community collaboration can occur with a deliberate attempt to improve West Footscray, at all levels- physical, economic and social- to improve community capacity.

The Framework clearly articulates a range of physical improvements which will strengthen and support the complex and rich social fabric of West Footscray. This holistic approach enables cross Council and cross Government co-ordination to achieve the local community aspirations.





commitment to the council plan

The West Footscray vision is very much in line with the City of Maribyrnong Council Plan 2006-2010. In fact, the West Footscray Urban Design Framework is an exploration of how to apply the Council wide objectives and principles to a neighbourhood in detail. The Framework explores the community's aspirations, which is in line with the Council Plan, through the development of the vision, principles, framework drawing, guidelines and action plans.

1. 'promote and facilitate urban renewal and enhancement opportunities that support the wellbeing of our growing population, increase our economic prosperity, and achieve sustainable development outcomes'

The West Footscray Urban Design Framework outlines guidelines for development of all buildings and land throughout the neighbourhood, promoting environmentally sustainable design, best practice architecture and quality materials. The Framework defines a boundary around the West Footscray Station for higher density development, and sets guidelines around this. The Framework also identifies a number of potential large development sites, outlining a series of guidelines that reflect the local community's aspirations.

2. 'Plan, implement and manage transport and parking systems for the City of Maribyrnong that enables people to get around and arrive safely at their required destination with minimal impact on community and the environment'

The Framework specifically aims to improve sustainable transport options throughout the West Footscray perceptual neighbourhood. The Framework details improvements to the bike and pedestrian networks throughout the neighbourhood and amenity of the public transport services.

3. 'We will provide every opportunity for the community to participate and be involved, adopting multi approach community engagement tools, to ensure all groups have equal opportunities to participate and be involved in Council's decisions and advocacy'

The development of the West Footscray Urban Design Framework went through extensive community consultation, ensuring that the Framework was based on the West Footscray community's vision and aspiration for their neighbourhood. Three community workshops were held, where a collaborative working relationship was established, a continual feedback loop was set up through the ongoing use of the Council webpage and the Framework built on the extensive consultation completed by the existing documents and strategies such as the Council Plan.

4. 'Contribute to the wellbeing of the diverse Maribyrnong communities and to the health and vitality of the city by ensuring access to community and cultural facilities, programs and spaces'

The Framework particularly concentrates on supporting the diversity of Barkly Village through establishing a traders group, addressing the parkland and community facilities just north of Barkly Street, and encouraging higher density housing to the east of Barkly Street, which aims to foster an intensity of diverse use and users.

The Framework also identifies seven smaller local foci, where adjacencies of local retail, active and passive recreation areas, educational and community facilities and access to sustainable transport occur. Through strengthening these foci the existing sense of local community will be further supported and fostered into the future.

5. 'Improve the amenity of the city by creating and promoting vibrant people oriented public spaces which enhance the natural and built environment'

The Framework identifies the wide range of public spaces that exist across the perceptual neighbourhood of West Footscray. The public space of the larger retail strip at Barkly Village and the smaller cluster of shops that are scattered across West Footscray have been outlined for improvements, including standard footpath details, outstand street trees marking entrances and standard furniture. The spaces around the two train stations have been identified for a much needed makeover, to reposition them as important public spaces of neighbourhood significance, where the neighbourhood can feel a sense of ownership to them. The range of active and passive recreation areas that occur in the wide range of parks throughout West Footscray have been identified to be strengthened through targeted improvements for the diverse groups of people that utilise them.







o1_ setting the scene



page setting the scene

12 *report purpose*

12 *project scope*

14 *methodology*

18 *site analysis*

26 *literature analysis*

report purpose + application/ project scope

The West Footscray Urban Design Framework details a plan to help mould West Footscray into an ‘active, sustainable and inclusive residential neighbourhood’ through focusing on improving community attractors, such as The Village, the two train stations and the seven smaller neighbourhood foci, to create people friendly, vibrant and green places, while also improving sustainable connections between internal and external attractors, such as the City, Footscray, Highpoint and Sunshine, through cycling, walking and public transport.

Report Purpose

The purpose of the West Footscray Urban Design Framework is to outline a vision and series of action plans over the next fifteen years to improve the quality, function and amenity of key public and private spaces across the West Footscray area.

The West Footscray Urban Design was established in November 2006 through a Councillor Initiative in the 2006/2007 Council budget. The Framework has been prepared in house, in conjunction with Robyn Pollock of VAST environments.

The West Footscray Urban Design Framework has been developed through a rigorous analysis, consultation and design process. The Framework consists of six main components:

1. The Vision
2. Framework Principles
3. The Framework Drawing
4. Guidelines
5. Action Plans
6. Implementation Plan

The Framework aims to crystallise Council’s adopted policies by critiquing relevant documents in light of the vision and principles for the perceptual neighbourhood of West Footscray. This ensures that the document is constant with existing policy, and aims to choreograph the different agents of change to achieve a greater goal.

The Framework is deliberately thorough, through external and internal consultation, to ensure that the document is robust enough to last the fifteen year implementation timeframe. The document was developed with an intention that it would be used as a ‘handbook’ for the relevant stakeholders of West Footscray, including Council, State Government, private industry and West Footscray residents.

The Framework clearly articulates a range of physical improvements which will strengthen and support the complex and rich social fabric of West Footscray. This holistic approach enables cross Council and cross Government co-ordination to achieve the local community aspirations.

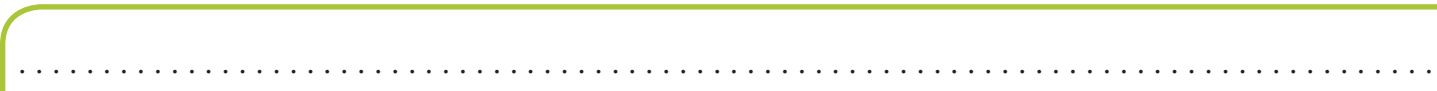
Project Scope

The West Footscray Urban Design Framework is a place based exploration of how to improve the physical and social landscape across the perceptual neighbourhood. To progress the design for West Footscray, firstly the boundaries and heart of the neighbourhood were established, as defined by the people who live, work and play in the area.

The scope of the West Footscray Urban Design Framework was explored through detailed consultation with the West Footscray community. Analysis detailing major attractions and physical barriers within the area, and maps locating the suburbs and wards were presented at a community workshop. The community felt that neither the ward or suburb boundaries reflected their perception of what the West Footscray neighbourhood was.

Instead the perceptual neighbourhood of West Footscray was seen to be defined by four main physical barriers, these include Geelong, Ballarat and Ashley/Paramount roads to the east, north and west, and Stony Creek to the south. Importantly the scope of the study area spanned the railway corridor and sunshine road, as it is seemed to separate yet unite the citizens of West Footscray.

This resultant scope of works is significant and accounts for just over a quarter of the City of Maribyrnong. The perceptual neighbourhood of West Footscray does not only include the suburb of West Footscray but also significant sections of Maidstone to the north and Footscray to the east. While the majority of the study area sits within the Bluestone and Ironbark municipal wards, some minor areas lay within the Saltwater and Stony Creek wards.



city of maribyrnong

**west footscray
urban design
framework
study area**

methodology

The West Footscray Urban Design Framework has gone through an extensive development process to ensure that the framework is appropriate across the large study area, relevant for the diverse stakeholders and robust enough to last the fifteen year implementation timeframe. Although extensive work was undertaken it was important that the document was still easily read for a broad audience.

Community Workshop 01

At the first community workshop held on 23 November 2006, attended by around 50 people, the preliminary research for West Footscray neighbourhood was presented. This included nine posters outlining the existing conditions, opportunities and strengths of the neighbourhood. The workshop was focused on three key elements.

Site and Literature Analysis

The initial discussion was based upon how the community perceived their identity and extent of neighbourhood. Is West Footscray one neighbourhood divided by the railway or two distinct areas? How does the southern portion want to be defined? Are there many sub-precincts within the neighbourhood?

The perceptual neighbourhood of West Footscray was deemed to be defined by the four main physical and perceptual neighbourhood barriers. Importantly the scope of the perceptual neighbourhood spanned the railway corridor, as it is seemed to separate yet unite the citizens of West Footscray.

The second discussion was based upon the strengths, weaknesses, opportunities and threats of the existing conditions. Which recognised a range of:

- > strengths, including extent of parks/recreation facilities within neighbourhood,
- > weaknesses, including the divide created by the rail infrastructure,
- > opportunities, such as creating a well connected inter modal interchange and
- > threats such as the dereliction caused by inaction to the extensive Victrack land holdings.

The third phase of the discussion was based upon the aspirations for future direction. These were discussed as short, medium and long term actions that could be achieved by Council, community, State Government or local stakeholders.

The following ideas were suggested for the community response:

- > strengthen the dispersed community facilities and amenities, such as the parks, community centres, sporting clubs and associations.
- > reinforcing the centralised commercial and retail hub, provided by Barkly Village.
- > enhancing the local activity by encouraging walking, use of local facilities (not just your private open space), initiate community events and supporting the local retail (not just the regional).
- > providing better connections and facilities for commuters from neighbourhood to the train stations, at the key bus stops and by bike to key regional destinations.
- > managing the ongoing evolution of neighbourhood, consider the spectrum between increased intensity to subtle evolution
- > creating a sustainable future:
 - > transport (modes, distance, frequency)
 - > resource usage (more local, moderate regional, less global)
 - > building stock (re-use, restore, retain)
 - > density of population (not just building area)
 - > lifestyle choices (short term and long term)

Community Workshop 02

The second community workshop held on 14 December 2006, focused on the vision for the neighbourhood, framework principles and an outline of possible projects to undertake.

Framework Vision

The vision statement was discussed at the first community workshop, at the second workshop the vision for West footscray was further refined and then agreed upon as:

Our aim for West Footscray is to enhance the qualities of a safe, green, and inclusive residential neighbourhood supported by up-graded local amenities - parks, community facilities, and retail - and good connections to the wider environment.

Three words came up repeatedly at both workshops, active, sustainable and inclusive, below are an outline of the discussions that surrounded each word in the workshops.

‘Active’:

> Better walking connections from smaller community hubs to The Village and public transport nodes. One walking connection that was discussed in particular was a connection over the railway sidings, connecting the south to The Village.

‘Sustainable’:

> Good and reliable public transport, a north-south public transport connection was agreed to be sorely needed.
> Sustainable plantings within residential properties, streetscapes and parks were discussed as an important issue, especially with the current high water restrictions.
> Clean and well maintained public realm was considered an important aspect to both perception of safety and enhancing pride in the neighbourhood.

‘Inclusive’:

> Consult a range of different groups for future projects, and include appropriate stakeholders and political representatives.
> Encourage an ongoing community discussion/interaction, through upgrading appropriate community facilities and their surrounding amenity.
> Support a range of community/trader groups and create community spaces.

The Framework Principles

The key principles discussed at the first consultation and agreed upon at the second workshop are:

- > Improved connections to both destinations outside neighbourhood and key internal nodes.
- > Further support the unique diversity in the Village, encouraging more vitality and vibrancy.
- > Manage the ongoing evolution of the neighbourhood including gentrification, densification and industrialisation to support the changing character of West Footscray.
- > A green neighbourhood created by the community to support the natural environment systems.
- > create West Footscray intermodal interchange and upgrade Tottenham Station and their surrounding bus stops, bike routes, carparks, footpaths to create safe, comfortable and integrated intermodal hubs.
- > Soften the barrier created by the rail infrastructure both physically and perceptually.
- > Cater for a range of youth opportunities and activities for the changing demographic of neighbourhood.
- > Strengthen the existing sense of community, the smaller precinct identity and role of supporting local identity.

Community Workshop 03

The third community workshop was held on 9 May 2007, after a comprehensive development of the framework, based on the vision and principles set by the community at the two previous workshops. Four posters were presented consisting of the vision and principles, the framework, the guidelines, and the action plans. The main agenda for the meeting was to establish the top four aims for each local action plan.

The Framework Drawing

The Framework advocates place based and circulation network improvements needed to achieve the agreed principles and vision in West Footscray. The framework was developed in conjunction with the guidelines and action plans. The guidelines and action plans sit underneath the over-arching Framework, detailing strategic, capital and supporting program improvements that help achieve the vision. The framework was presented and agreed upon at the third community workshop on 9 May 2007.

Guidelines

The guidelines detail a written and graphic explanation of what is intended by the Framework drawing. The guidelines were developed through extensive cross Council consultation with Strategy and Economic Development, Leisure and Open Space, Urban Planning, Sustainability and Environment, Transport and Special Projects, Property Management, Infrastructure Planning and Construction; and Community Planning and Advocacy.

The guidelines focus on place and their connections, with direction on local attractors (covering commercial, educational and community buildings, parks and new developments) and on circulation systems (covering pedestrian, bike and public transport networks).

The Action Plans

The action plans outline a list of actions for selected strategic locations throughout West Footscray. The action plans outlines a list of priority actions to implement over the next 15 years. The actions were presented and the priority actions were established at the third community workshop on 9 May 2007.

A range of significant locations within the West Footscray perceptual neighbourhood are covered as action plans to be upgraded over the next 15 years. Four primary aims for each action plan are the agreement with the community, outlining the most important actions to complete at each action area.

A list of actions are compiled, which guides any further maintenance, improvements or developments. These actions achieve the four primary aims and reflect the aspirations and regulations as outlined in the set of guidelines.

At the third community workshop, the group was taken through each local area action plan, with the main strengths and weaknesses of the current site, and the actions proposed to improve the area. A list of draft priorities were presented to help with the process and create comment, which saw some changes to the order of priorities or their wording.

The most significant change that the community wanted, was to add in two more local area action plans, one for the east and west of the trainline. The trainline has been the most dominant issues in all three community meetings, as it both connect yet divides the perceptual neighbourhood. Priorities for the two action plans as well as more detailed actions were established with the group.



Public Exhibition for Comment

The Draft West Footscray Urban Design Framework was adopted by Council as an interim policy on the 17 July 2007. The draft document was then placed on public exhibition for comment for a period of one month between 23 July and 23 August 2007. The document was placed on the Council webpage, and in the Footscray Town Hall, all Council libraries, all Council community centres, RecWest and Footscray Community Arts Centre. The Star Newspaper ran a front page story about the exhibition period on the 31 July 2007 and all interested parties were contacted by Council either by email or letter.

Over 60 submissions were received over the exhibition period which was used to review the draft West Footscray Urban Design Framework from start to finish. The submissions received reinforced the overwhelming passion that the West Footscray community have for their neighbourhood. The submissions outlined the importance the community hold on the document as their neighbourhood 'handbook' and as such their desire for comprehensive community information, consultation and participation across the 15 year lifespan of the document.

The Framework vision and principles were largely re-confirmed as reflecting the West Footscray community aspirations. The Framework drawing largely reflected the community graphical vision of the West Footscray of 2021, with constructive points raised by the community regarding the detail as outlined in the guidelines and action plans.

The feedback on the guidelines and action plans reinforced the importance of:

- > our wide range of parks for the health and unity of the community
- > Barkly Street as the perceptual heart of the community and the need to improve the amenity and commercial vibrancy of the street
- > the need to address global warming both collectively as a community and individually
- > respecting and adding to the built and social character of our streets
- > addressing the infrastructural barrier caused by the trainline and sunshine road
- > providing the means to allow the community to take control and implement actions to change their neighbourhood

The major issue raised by the community was the concern of a higher density Village core as detailed in the G03.01 Higher Density Living guideline. Each submission was thoroughly read and the greatest care was taken to ensure that all submissions were equally weighted. The guideline was re-written to further reflect the community's concerns and aspirations.

Overall the Framework was supported, significant refinement occurred across the document to ensure that the all detailed guidelines and actions reflected the community's desires.

The Implementation Plan

The implementation plan outlines when actions detailed throughout the framework will be implemented. There is a large scope of actions required to implement the community's vision. The implementation will need to be executed by a range of stakeholders including Council, State and Federal Government and their agencies, private industry and developers, and local residents.

The implementation plan outlines a series of smaller strategic actions of which detailed projects and costings will be developed. The vision, principles and guidelines should remain central when implementing the outlined actions, to ensure that built outcomes achieves the community's vision.

The public exhibition process raised the importance of actively involving the community across the 15 year implementation period.

site analysis

The perceptual neighbourhood of West Footscray was deemed to be defined by the four main physical and perceptual neighbourhood barriers. These include Geelong, Ballarat and Ashley/Paramount roads to the east, north and west, and Stony Creek to the south. Importantly the scope of the perceptual neighbourhood spanned the railway corridor, as it is seemed to separate yet unite the citizens of West Footscray. The resulting neighbourhood is significant and accounts for just over a quarter of the City of Maribyrnong.

Heritage Overlay

A_ Urban Area 4 - Footscray Conservation Study (guidance only)

> The general character is of timber detached bungalow and mediterranean style houses. The area was subdivided in 1885 (but only a few houses in Barton Street Built in this era). The first recorded resident 1920 but actually very few. The majority of homes were built between the wars 1930-1944. Although there has subsequently been extensive refurbishment, replacement and modernisation to the area. This area is not under a Heritage Planning Overlay.

B_ Johnson Reserve

> Mature evenly spaces palm avenue to the three street frontages (excludes eastern edge of the park. The remaining park area is open mowed grass, with new play area to south adjacent to popular bus stop and West Footscray Primary School.

C_ Urban Area 5 - Footscray Conservation Study (guidance only)

> The general character is of detached mediterranean bungalow style houses. The area was subdivided in 1880's, with the street named after the British role in the Sudanese uprising 1880-1884. The first few residents arrived in 1920's, however the majority of homes built between the wars 1930-1944. It is significant as the birthplace of 'Upper' Footscray (West Footscray) from the original paddocks. This area is not under a Heritage Planning Overlay.

D_ 600 Barkly Street

> Heritage overlay specific to this property.

E_ 98 Summerhill Road

> Heritage overlay specific to this property.

F_ AT class tram route #182

> This route ran in a single run along Barkly Street connecting to Footscray city centre. The Footscray Tramways Trust (created in 1916) began service in 1921. It is not clear when the tram was removed but apparently didn't last long after take over by Melbourne Tramways Board prior to World War 2 (1939).

G_ Dunlop Olympic Tyres (part facade)

> Heritage overlay specific to the front facade and other elements of property.

H/I_ Spurling Reserve

> Heritage overlay specific to parts of buildings on this property.

J_ Funeral Parlour at 184 Geelong Road

> Heritage overlay specific to this property.

K_ Dimmey's Facade (former South Canning)

> Heritage overlay specific to this property.

L_ Apex Belting

> Heritage overlay specific to this property.

M_ Graham Campbell Ferrum

> Heritage overlay specific to this property.

N_ Uncle Tobies Factory (former Creamota Factory)

19 Sunshine Road

> Heritage overlay specific to this property.

O_ 2xWool Warehouse (3 Storey)

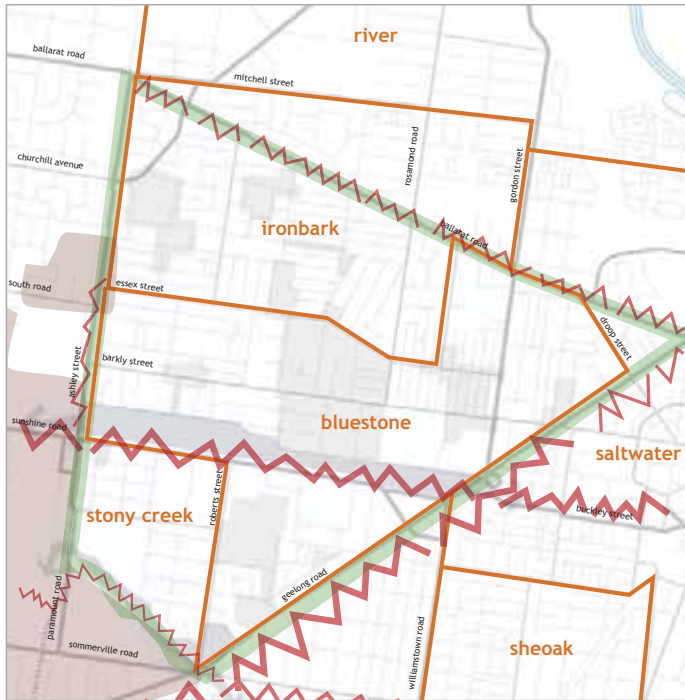
> Heritage overlay specific to this property. These buildings are of note due to scale and relative intact facades. The eastern building is of greater architectural merit.

Land Use Overlay

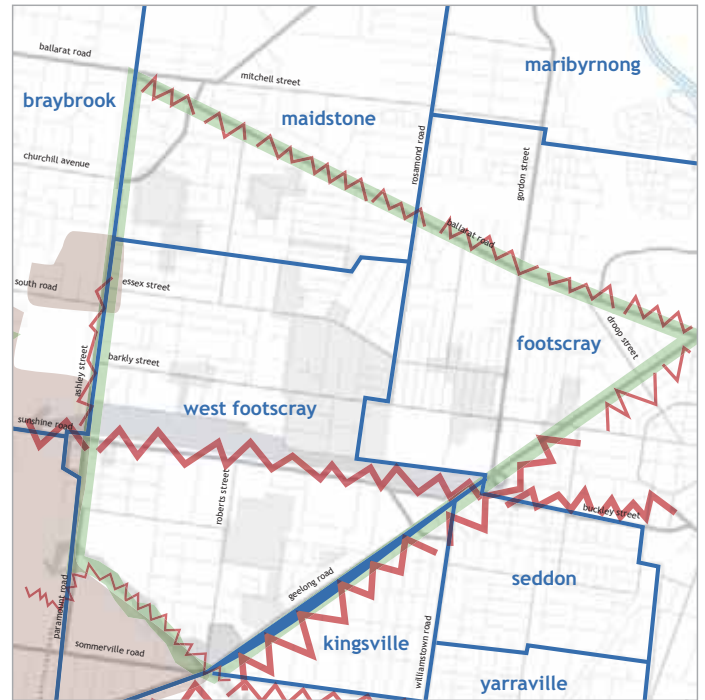
With the ongoing evolution of the West Footscray neighbourhood, it is important to understand the ongoing changes, so as to learn how to manage them. Gentrification, large parcel development, and industrial land use changes are all ongoing forces that need to be harnessed to help achieve a better West Footscray.

The northern portion of West Footscray is predominating low density residential suburb. The Industrial areas near West Footscray Station have recently been rezoned to enable higher density residential developments to south of Barkly Street. Additional pedestrian routes have been provided to facilitate better use of station, new open space and upgraded Whitten Oval.

The southern portion of West Footscray is fractured into residential precincts and industrial/buffer uses. This industrial land use is in a transition phase from production to logistics or service industry. Many buildings remain under utilised and there are extensive areas of vacant land.



A.

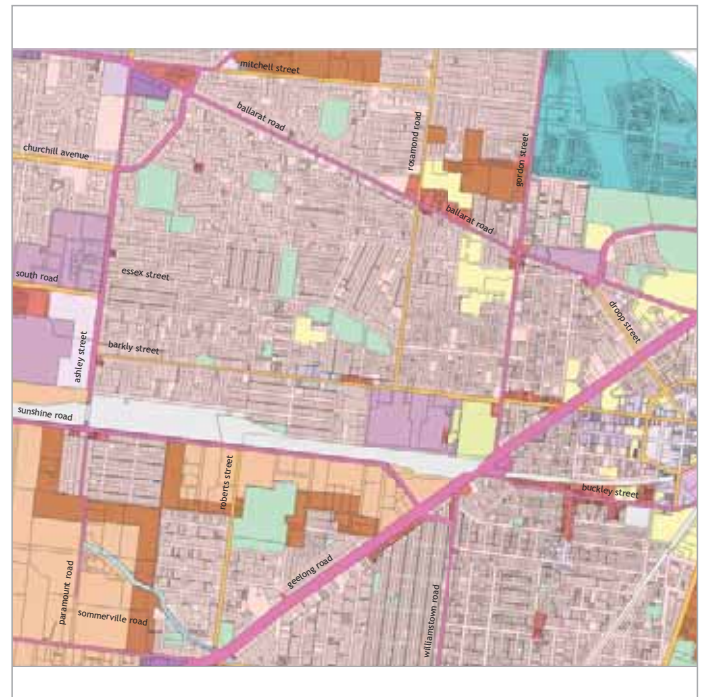


B.



C.

A. West Footscray perceptual neighbourhood with the ward boundary overlay
B. West Footscray perceptual neighbourhood with the suburb boundary overlay



D.

C. West Footscray perceptual neighbourhood with the heritage overlay
D. West Footscray perceptual neighbourhood with the land use overlay

site analysis (cont.)

The perceptual neighbourhood of West Footscray has great links to Footscray, Sunshine, Highpoint and the City, by car, tram, bus or train. However the amenity of the public transport stops do not invite the infrequent user. Bike connections have great possibility linking north-west to Footscray, Sunshine and the City, and northwards to Highpoint.

Public Transport Analysis

Buses

The bus systems plays an important role in West Footscray:

- > the northern portion of West Footscray is well provided with buses, particularly in the east-west direction. There are the 3 'magic' bus routes which 'appear' to connect all destinations, route 216, 219, 220
- > there is a genuine lack of north-south bus connections due to lack of connections over/under the railway line. There is also a lack of connectivity to Highpoint apart from bus routes and tram that operate on the periphery of the study area
- > the general facilities at bus stops are acceptable, although not inviting for the infrequent bus user
- > the orbital bus service which is proposed to be introduced in coming years will hopefully address some of these north/south deficiencies. The blue orbital bus route will provide high frequency connections between Williamstown, Footscray, Moonee Ponds, Brunswick, Clifton Hill, St Kilda and Gardenvale and travel via the Footscray and Seddon area, commencing 2010-2011

West Footscray Station

There are great modal interchange opportunities for West Footscray Station:

- > the easy and immediate primary state arterial road access via Geelong Road or Sunshine Road which ensures buses and cars do not need to detour through suburban streets
- > the availability of Victrack land to both north and south of station with generally flat topography enabling lower cost development
- > the location can support the existing activity centres of Footscray and Sunshine
- > the existing elevated pedestrian rail overpass is well utilised despite poor illumination, lack of pedestrian priority and unpleasant amenity
- > surrounding existing and proposed residential neighbourhoods to both north and south
- > there is available adjacent land to south is suitable for commercial development (or other employment opportunity) such as the Dimmey's triangle site. Note that the Sunshine industrial precinct is still zoned to industrial 1 with an industrial 3 buffer to south
- > there are on-road bike routes planned for next 3-5 years on Geelong Road and Sunshine Road subject to VicRoads. Cross Street on-road bike route completed in 2004/05. There is also the potential for shared path route to both sides of railway line on the Victrack land

- > there is land available for realigning Sunshine Road if considered necessary to calm traffic and ease pedestrian environment between bus stops and train station
- > the immediately adjacent major sports ground (Whitten Oval) and proposed new sports hall (4x basketball) will facilitate alternate use of transport for western suburbs events
- > the number of existing bus services currently passing the station
- > proposed third track West Footscray to Sunshine 2006-2011 is part of Meeting our transport challenges document, proposed fourth track Footscray to Sunshine and third track Footscray to West Footscray 2021 and beyond

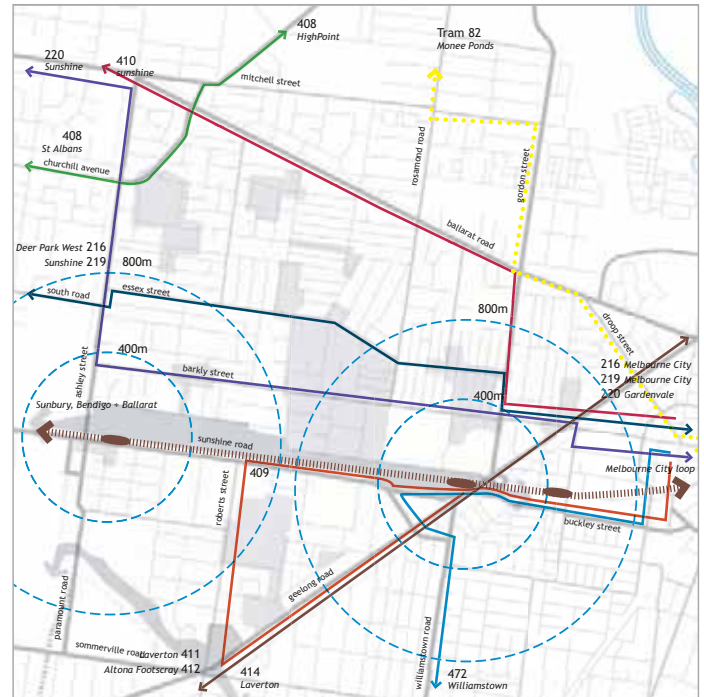
Tottenham station

There are not so many modal interchange opportunities for Tottenham Station

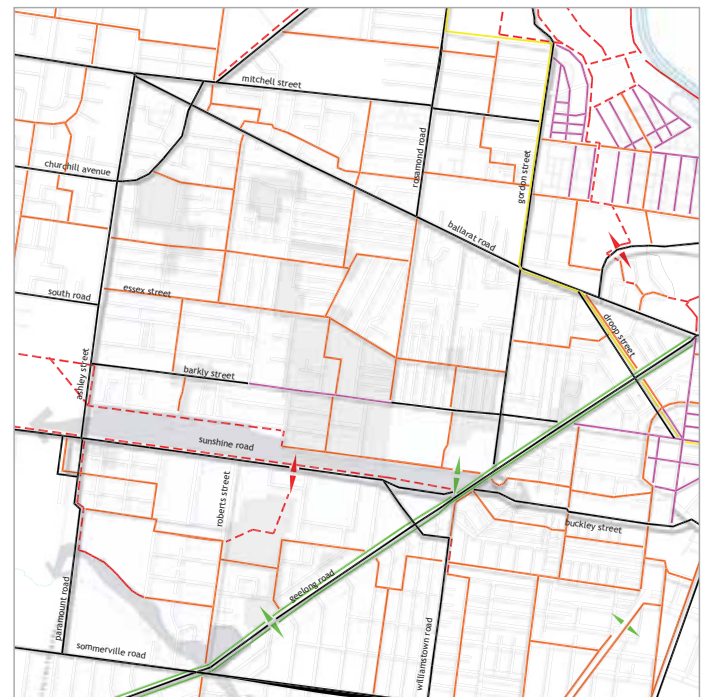
- > there is vehicular access to primary state arterial road via Ashley Street
- > the availability of Victrack land to north of the station only
- > the location is 600 metres south of Central West Plaza, with currently poor footpaths and generally unpleasant pedestrian environment. The small strip shops to south of station are in poor condition, partly exacerbated by the Sredena/Dempster Street split at the Sunshine Road junction and the narrowing of the Ashley Street underpass
- > the existing car parking has been upgraded
- > the existing residential neighbourhoods to north-east and south-east, limited development probable to the west
- > the access to the Central West Business park (to north-west) is restricted to single road 500 metres north of station and currently separated by Victrack freight land. There is no immediately abutting land available for commercial development
- > there are on-road bike routes planned for next 3-5 years on Sunshine Road subject to VicRoads. There is also the potential for shared path route to both sides of railway line on the Victrack land, although this is difficult to accommodate to south of the rail line
- > there are no existing bus services currently passing the station
- > the proposed third freight track West Footscray to Sunshine 2006-2011 is part of Meeting our transport challenges document, proposed fourth track Footscray to Sunshine and third track Footscray to West Footscray (2021 and beyond).

Road Network

- > Expected on-going footpath repair in 3 year programme, including areas of Gordon Street. For further detail refer to the MCC Road Management Plan
- > Resheeting to roadways in 3 year programme, including parts of Soudan and Suffolk streets. For further detail refer to the MCC Road Management Plan. Note: any work to upgrade Albert Facey Street will need to be levied from the owners of these properties. Alternate solutions to traditional kerb, channel, stormwater drainage, footpaths etc. may be considered
- > Bike paths and safe on road routes are fairly extensive within the study area. Safer routes connecting to key destinations are required to enable genuine commuter choices. Consider connectivity to Sunshine, Highpoint, Melbourne City and river recreation corridors
- > Continued management of the on-street car parking surrounding the Western Regional Hospital

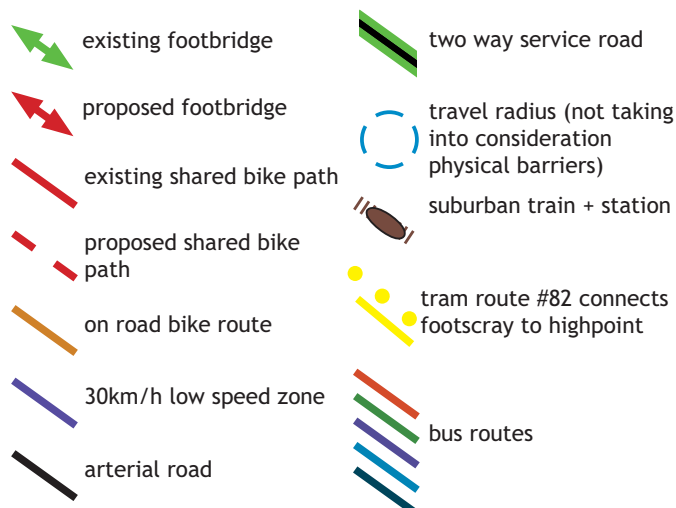


A.



B.

A. West Footscray perceptual neighbourhood public transport mapping
A. Maribyrnong Strategy Bicycle Plan 2004



site analysis (cont.)

The SWOT analysis, explores the current strengths and weaknesses of the neighbourhood, giving an understanding of what are the existing attributes to build upon, and what are the existing hindrances to resolve. The opportunities and threats of the neighbourhood, look into the future to give an understanding of what positive improvements could occur, and what potential issues will need to be resolved.

SWOT Externally

Strengths

- > proximity to diversity of employment sources (hospital - within; industry - adjacent; university - adjacent; port - <3km; retail Footscray, Sunshine, Highpoint - <4km; city centre commercial - <7km)
- > great range of existing education facilities from child care to tertiary both within and immediately adjacent
- > surrounded by 3 principal Activity Centres providing diversity of retail, such as Footscray, Highpoint and Sunshine, with a major activity centre of Central West to western edge of study area
- > surrounded by large primary state arterials (Geelong and Ballarat Roads) allowing easy connection to Freeways in all directions
- > on the cusp of a wave of gentrification from the eastern suburbs and inner north
- > direct connection to two regional open space networks along the river corridors

Weaknesses

- > designation of Ashley Street/Parramont Road as state arterial which is unlikely to be upgraded in the short term.
- > extensive heavy industrial land to south west some which has direct association with the port of Melbourne
- > inhospitable entry/gateways to the neighbourhood

Opportunities

- > potential to extend and connect to Stony Creek recreation corridor with great connections to bayside bike network
- > airport train connection via Sydenham rail line providing increase awareness and service opportunities
- > increased land value, supported by wave of gentrification, enabling high quality development of under utilised sites
- > improved city centre services within Footscray supported by upgrades to Footscray train station, pedestrian overpass, integration with two VU campuses and river. Footscray becomes a genuine city on the door step of West Footscray

Threats

- > intensifying of heavy industrial impacts, continued poor maintenance of residential interfaces and increase in truck traffic due to lack of action on third rail and heavy vehicle routes
- > unmanaged spread of higher density development in from Footscray

SWOT Internally

Strengths

- > no barriers within neighbourhood pockets to north and south of railway escarpment
- > extensive integrated community and sporting facilities
- > extensive street tree planting (particularly in the last year or so)
- > two railway stations, diversity of bus routes with good public transport connections to Sunshine, Footscray and the City
- > extensive safe bike riding streets and on-road bike network
- > predominantly single storey residential neighbourhood, reflects traditional suburban environment
- > Western Regional Hospital supports diversity of employment within precinct
- > rezoning of Pacific Dunlop site to residential

Weaknesses

- > rail corridor dividing neighbourhood and low amenity pedestrian underpass/overpass
- > poor condition of railway stations with limited perceived night safety conditions and restricted to a single line
- > lacking in direct public transport connection to Highpoint
- > southern portion of neighbourhood fragmented by industrial uses
- > insufficient or poor environmental barrier to buffer industrial uses (may restrict change of use).
- > on-street carparking demand surrounding hospital congests local streets

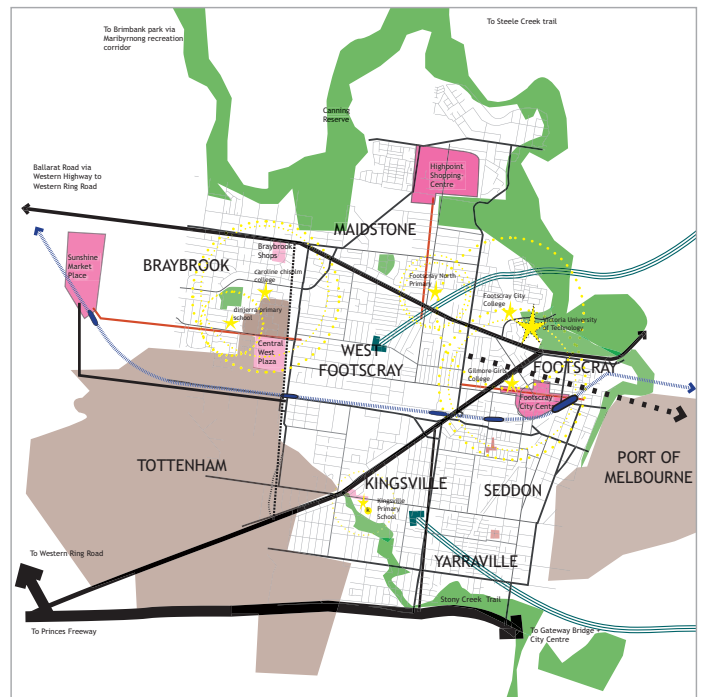
Opportunities

- > potential to extend and connect to Stony Creek recreation corridor, with great connections to bayside bike network.
- > increased density for neighbourhood supported by industrial rezoning to residential or mixed use, such as Pacific Dunlop site
- > planned improvements to Spurling Reserve and Whitten Oval to include child care facilities, additional recreation facilities and public access to running tracks
- > redevelopment of surplus VicTrack land along rail corridor for recreation facilities or building development
- > West Footscray station as an intermodal interchange
- > intensification of park usage and pockets of vacant land
- > potential of new sustainable street/lineal park model to unmade streets such as Albert Facey Street
- > upgrade and intensification of community and child care facilities, supported by increased residential intensity

- > intensification of logistics, service industry and business parks to increase local employment opportunities
- > improvements to industrial street presentation and reduction in transition/derelict facilities
- > commuter off-road bike route along the railway
- > community groups to initiate and support local events
- > establishment of traders group and increased business activity to Barkly Village

Threats

- > stagnation of retail within Barkly Village
- > intensifying of heavy industrial usages or poor maintenance of residential interfaces
- > sporadic and unmanaged residential density increases
- > increase in private car ownership/usage
- > lack of resolution of VicTrack surplus land
- > no change in transitional industrial buildings to south of railway siding



A. West Footscray perceptual neighbourhood SWOT analysis
A. Maribyrnong SWOT analysis

site analysis (cont.)

The aspirations for future direction of the West Footscray perceptual neighbourhood were discussed at the first community workshop. These were discussed as short, medium and long term and are able to be achieved by council, community, state government or local stake holders.

Perceptions and Aspirations

The following ideas were presented for community response:

- > strengthen the dispersed community facilities and amenities, such as the parks, community centres, sporting clubs and associations
- > reinforce the centralised commercial and retail hub provided by Barkly Village
- > enhance the local activity by encouraging walking, use of local facilities, initiate community events and supporting the local retail
- > provide better connections and facilities for sustainable transport

Six groups of around nine people, wrote down their response to the presented analysis, documenting their current perceptions of West Footscray and their short, medium and long term aspirations for the future.

Community's Current Perceptions

Existing

- > Pollution-air, water, smell
- > More and better green
- > Potential of over development
- > Dunlop site-what is happening?
- > West Footscray Station pedestrian overpass
- > Rupert Street Victrack land-more info!
- > Liveability eg internal layout -how can we connect better to outside areas by walking and biking
- > Connectivity of green and recreations space
- > Community is really strong and makes it safe
- > child youth recreation facilities lacking (passive, unstructured, skatepark, shaded)-filling the gap for youth
- > Shopping village looks ugly (plant trees??)
- > West Footscray railway station and use of green screen
- > Public and permeable green area in Dunlop Tyre site
- > Lack of bin, equipment, seats in the parks
- > Potential road widening of Dempster Street (is it happening?)
- > Vacant rail site, underpass and poor safety near Tottenham Station from north
- > Improvements to Barkly Village-no existing good cafe!!
- > Issues of safety, street lighting (night-time) -key areas include stations and hospital
- > Beautification-native street trees + street litter
- > Improved community facilities-new bike paths to connect

Community's Future Aspirations

Short Term

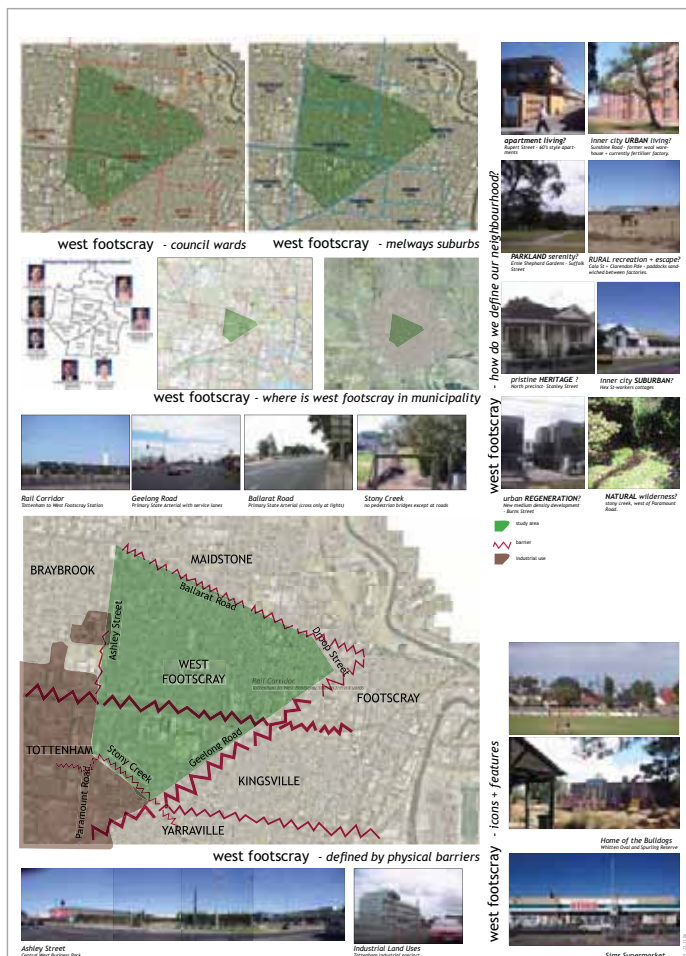
- > Sims carparking + shops - more safe in evening
- > Beautification, shade, trees
- > Village as heart of the neighbourhood artwork, st festival and children friendly activities
- > Encourage use of shops - Sunday market +pony rides....
- > Community garden to be established- to bring people together
- > Cleaner and greener West Footscray
- > Initiating local traders groups
- > Initiating community groups to advocate for improvements in local environment
- > Maintain multi-cultural diversity
- > Students and new arrivals - encourage diversity
- > Creating sculptural focus and somewhere to fabricate sculptures
- > Dense tree planting along rail corridors

Medium Term

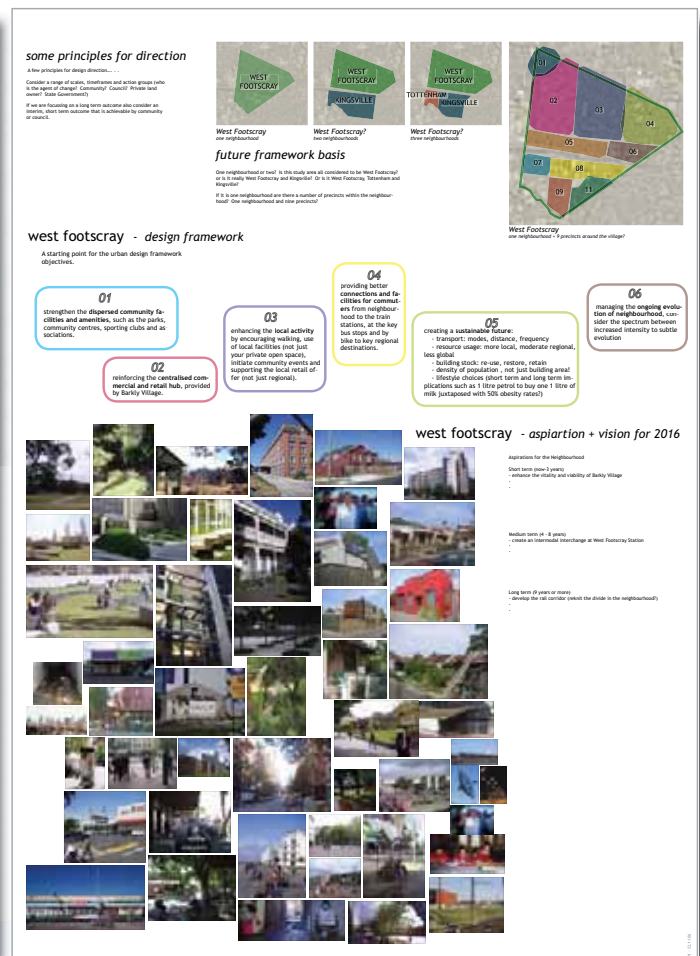
- > Interchange hub
- > Develop/build on existing character-art, sculpture
- > Come to village because it is attractive not just to buy something
- > Provision of youth and child facilities
- > Resolution of Rupert Street and Victrack land
- > Night safety at railway stations
- > Internal interconnection of bus/bike/pedestrian
- > Is there potential for a local high school for neighbourhood to grow into?
- > Intermodal interchange (and general station safety)

Long Term

- > West Footscray to be more self-contained
- > More trees more green in the village-particularly native grasses and trees
- > Loss of old bungalows.....more tasteful new
- > Intermodal interchange development
- > Keep it low density
- > Maximise use of parklands
- > Tottenham -part of bluestone ward
- > West Footscray- Two suburbs (Tottenham triangle)
- > Manage industry and heavy vehicle traffic (long term future)
- > North-south transport
- > Connections across railway
- > Cutting grass
- > Greening of neighbourhood
- > Pacific Dunlop to be a greener model with under ground powerlines!!



A.
A. An example of the posters presented at the community workshops



literature analysis

There are a wide range of policies, strategies, guidelines and plans that affect West Footscray, however most of these documents are municipal based. Through the analytical process of the West Footscray Urban Design Framework, it was important to collect and analyse all the information relevant to West Footscray. This comprehensive approach ensures that the Framework is consistent with adopted policy, through critiquing relevant documents in light of the vision and principles for the perceptual neighbourhood of West Footscray.

Relevant Council Documents

- > Ageing Well Strategy 2004-2016 (2004)
- > Asset Management Policy + Strategy (November 2003)
- > Children's Services Best Value Review 2004/05 (2004)
- > Community Building Plan (2005)
- > Community Engagement Framework (2000)
- > Disability Policy and Action Plan 2007-2012 (2007)
- > Dogs in Public Spaces Review (February 2000)
- > External Security Devices on Commercial Premises Policy (May 2002)
- > Footpath Policy (January 2000)
- > Footscray Central Urban Design Framework Volume 1 + 2 (1999)
- > Funding of Neighbourhood Houses and Community Centres Policy (1996)
- > General Purposes Local Law (December 2005)
- > Green Purchasing Policy
- > Greenhouse Reduction Strategy (June 2006)
- > Greening Footscray Strategy (August 2007)
- > Guidelines for the Development of Green Travel Plans and Transport Access Guides (October 2003)
- > Hansen Reserve Draft Masterplan (February 2000)
- > Hansen Reserve Masterplan (April 2002)
- > Hire of Community Buses Policy (1995)
- > Housing Strategy (November 2000)
- > Industrial Development Policy (March 1998)
- > Infrastructure Development Contributions Policy (August 1996)
- > Litter Prevention Strategy (1998)
- > Maribyrnong Early Years Plan (April 2006)
- > Maribyrnong Community Safety Policy Framework (August 1998)
- > Maribyrnong Heritage Plan (February 2002)
- > Maribyrnong Integrated Transport Strategy (2001)
- > Maribyrnong Natural Heritage Study (2001)
- > Maribyrnong Planning Scheme - Local Planning Policy Framework
- > Maribyrnong Regional Parklands Future Directions and Footscray Park (1998)
- > Maribyrnong Signage Strategy (1999)
- > Maribyrnong Strategic Bicycle Plan (January 2004)
- > Maribyrnong Valley Vision (February 1997)
- > Municipal Public Health Plan (2003)
- > Naming Policy (1999)
- > Naturestrip Landscape Policy and Guidelines (2004)
- > Natural Heritage Study (December 1999)
- > Open Space Strategy (August 2006)
- > Parks and Gardens Signage Manual
- > draft Playground Strategy (2007)
- > Principals for the Planning of New Residential Developments (October 1998)
- > Property Management Policy (October 1995)
- > Public Lighting Policy (March 1998)
- > Retail Development and Activity Centre Policy (February 1998)
- > Review of Retail Development and Activity Centre Policy Volume 1 (May 2006)
- > Review of Retail Development and Activity Centre Policy Volume 2 (August 2005)
- > Right of Way Discontinuance Procedure Policy
- > Road Management Plan (October 2004)
- > Road Safety Strategic Plan (October 2000)
- > Safer Communities Policy and Action Plan (2003)
- > Seddon Urban Design Framework (2006)
- > Social Impact Assessment for Significant Residential Developments (2002)
- > Sports Development Strategy (August 2006)

- > Stormwater Management Plan (2001)
- > Street Asset Protection Policy (October 1998)
- > Street Furniture Strategy (November 2002)
- > Street Tree Policy and Protocols (1998)
- > Sustainable Water Management Plan (June 2006)
- > Ticket Machine Parking Fee Policy (1996)
- > Vehicle Crossing Policy
- > Waste Minimisation Strategy (2004)
- > Youth Services Action Plan 2004-2006 (2004)

Other Relevant Documents

- > Activity Centre Design Guidelines (January 2005) Department of Sustainability and Environment
- > East-West Link Needs Assessment (March 2007) Department of Infrastructure
- > Growing Victoria Together (2006) Department of Infrastructure
- > Guidelines for Higher Density Residential Development (October 2004) Department of Sustainability and Environment
- > draft Hobsons Bay/Maribyrnong/Moonee Valley Bus Service Review (2007) Department of Infrastructure
- > Linking Melbourne: Metropolitan Transport Plan (2004) Department of Infrastructure
- > draft Maribyrnong River Valley Project (April 2006) Maribyrnong River Valley Project Steering Committee
- > Meeting Our Transport Challenges (May 2007) Department of Infrastructure
- > Melbourne 2030 (October 2002) Department of Sustainability and Environment
- > draft Public Transport Guidelines for Land Use Development (2007) Department of Infrastructure
- > Safer Design Guidelines for Victoria (June 2005) Department of Sustainability and Environment
- > Western Regional Housing Statement (August 2006) Western Regional Housing Working Group

SPORTS DEVELOPMENT STRATEGY

Prepared for City of Maribyrnong



Final Report
Sports Policy and Facilities Plan
August 2006

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AUGUST 2006



OPEN SPACE STRATEGY



SKM

Maribyrnong Strategic Bicycle Plan



CITY OF MARIBYRNONG

-
- January 04





west footscray urban design framework

volume 02 of 05

02 urban design framework

Adopted 18 March 2008

Maribyrnong City Council
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Footscray
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Facsimile 9687 7793
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After Hours/Emergency 9688 0363
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Website www.maribyrnong.vic.gov.au

TIS (translations): If you would like to know more about the information on this notice, please call the Telephone Interpreter Service on 131 450 and ask them to call maribyrnong City Council on 9688 0200 for assistance.

Thank you to the community of West Footscray

Prepared by:
Aidan Mullen
Kelvin Walsh
City Design + Place Making
Maribyrnong City Council, and

Robyn Pollock
VAST environments

The West Footscray Urban Design Framework was awarded the 2007 PIA Victoria Award for Planning Excellence in the 'Social and Community Based Planning' category on the 19 October 2007

Adopted by Maribyrnong City Council at the Council Meeting of 18 March 2008



Maribyrnong
CITY COUNCIL

volume 01	
04	<i>overview</i>
08	<i>commitment to the council plan</i>
10	setting the scene
12	<i>report purpose</i>
12	<i>project scope</i>
14	<i>methodology</i>
18	<i>site analysis</i>
26	<i>literature analysis</i>

volume 02	
28	urban design framework
30	<i>the urban design framework</i>
32	<i>the vision</i>
34	<i>framework principles</i>
38	<i>the framework drawing</i>

volume 03	
44	guidelines
46	<i>how to use the guidelines</i>
50	<i>local attractors</i>
	> G01 built environment
	> G02 recreation reserves
	> G03 development attitudes
70	<i>circulation systems</i>
	> G04 pedestrian network
	> G05 bike network
	> G06 public transport network
	> G07 road network
	> G08 network amenity

volume 04	
106	action plans
108	<i>how to use the action plans</i>
114	<i>priority nodes</i>
	> PN_01 the village
	> PN_02 west footscray intermodal interchange
	> PN_03 tottenham station
124	<i>neighbourhood foci</i>
	> NF_01 maidstone
	> NF_02 burns street
	> NF_03 essex street
	> NF_04 footscray west
	> NF_05 hansen
	> NF_06 tottenham
	> NF_07 barkly west
144	<i>unique opportunities</i>
	> UO_01 the trainline east
	> UO_02 the trainline west
	> UO_03 the creek junction
	> UO_04 albert facey street
	> UO_05 anders triangle
160	<i>the broader network</i>
	> BN_01 transport links

164	implementation plan
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166	<i>implementation plan</i>
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volume 05	
	appendix



o2_ framework



page urban design framework

30 *the urban design framework*

32 *the vision*

34 *framework principles*

38 *the framework drawing*

the urban design framework

The framework is deliberately thorough, through external and internal consultation, to ensure that the document is robust enough to last the 15 year implementation timeframe. The document was developed with an intention that it would be used as a 'handbook' for all relevant stakeholders of West Footscray, including Council, State Government, private industry and West Footscray residents.

The Framework

The purpose of the West Footscray Urban Design Framework is to outline a vision and series of action plans over the next fifteen years to improve the quality, function and amenity of key public and private spaces across the West Footscray area.

1. Site + Literature Analysis

Extensive site and literature analysis was presented and discussed at the first community workshop attended by around 50 people.

2. The Vision

The vision statement expresses the community's aspirations for West Footscray over the next fifteen years. The vision was developed at the first community workshop of 23 November 2006 and then agreed upon at the second community workshop.

3. The Framework Principles

The Framework principles outline design aims that will develop the current perceptions into the future aspirations for the neighbourhood. The principles were developed at the first community workshop and then agreed upon at the second community workshop.

4. The Framework

The Framework advocates place based and circulation networks improvements needed to achieve the agreed principles and vision in West Footscray. The Framework was developed in conjunction with the guidelines and action plans. The guidelines and action plans give further information to selected sections of the Framework, detailing strategic, capital and supporting program improvements that help achieve the vision. The Framework was presented and agreed upon at the third community workshop.

5. The Guidelines

The guidelines elaborate the Framework, detailing a written and graphic explanation of what is intended by the Framework drawing. The guidelines were developed through extensive cross Council consultation.

The guidelines focus on place and their connections, with direction on local attractors (covering commercial, educational and community buildings, parks and new developments) and on circulation systems (covering pedestrian, bike and public transport network).

6. The Action Plans

The action plans outline a list of actions for selected strategic locations in West Footscray. The action plans outline a list of priority actions to implement over the next 15 years. The actions were presented and the priority actions were established at the third community workshop. The action plans outline what should be retained, strengthened or added within each identified area.

7. Implementation Plan

The fifteen year implementation plan outlines when actions detailed in the framework will be implemented. There is a large scope of actions required to implement the community's vision. The implementation will need to be executed by a range of stakeholders including Council, State and Federal Government and their agencies, private industry and developers, and local residents. The implementation plan outlines a series of smaller strategic actions of which detailed projects and costings will be developed.

8. Ongoing Implementation

Implement the range of design projects, supporting programmes and capital works detailed in the implementation plan. The various Council departments should implement the majority of the projects over the next fifteen years according to each responsibility. For projects not under Council's control, Council should facilitate, promote, or lobby for change, through working with the relevant landowners. The vision, principles and guidelines should remain central when implementing the outlined actions, to ensure that built outcomes achieves the community's vision.

The public exhibition process raised the importance of actively involving the community across the 15 year implementation period.

existing west footscray 2007

1. *site + literature analysis*



2. *the vision*

3. *the framework principles*



4. *the framework drawing*

5. *guidelines*

6. *action plans*



7. *implementation plan*



8. *implement*

future west footscray 2008-2022

the vision

The vision statement expresses the community's aspirations for West Footscray over the next fifteen years. The vision was developed at the first community workshop 23 November 2006 and then agreed upon at the second community workshop on 14 December 2006.

The Vision

The second community workshop held on 14 December 2006, focused on the vision for the neighbourhood, framework principles and an outline of possible projects to undertake.

The vision statement was discussed at the first community workshop, at the second workshop the vision for West footscray was further refined and then agreed upon as:

Our aim for West Footscray is to enhance the qualities of a safe, green, and inclusive residential neighbourhood supported by up-graded local amenities - parks, community facilities, and retail - and good connections to the wider environment.

Three words came up repeatedly at both workshops, active, sustainable and inclusive, below are an outline of the discussions that surrounded each word in the workshops.

'Active':

> Better walking connections from smaller community hubs to The Village and public transport nodes. One walking connection that was discussed in particular was a connection over the railway sidings, connecting the south to The Village.

'Sustainable':

> Good and reliable public transport, a north-south public transport connection was agreed to be sorely needed.
> Sustainable plantings within residential properties, streetscapes and parks were discussed as an important issue, especially with the current high water restrictions.
> Clean and well maintained public realm was considered an important aspect to both perception of safety and enhancing pride in the neighbourhood.

'Inclusive':

> Consult a range of different groups for future projects, and include appropriate stakeholders and political representatives.
> Encourage an ongoing community discussion/interaction, through upgrading appropriate community facilities and their surrounding amenity.
> Support a range of community/trader groups and create community spaces.

vision for West Footscray

*Our aim for West Footscray is to enhance the qualities of an **active**, **sustainable** and **inclusive** residential neighbourhood supported by up-graded local amenities of parks, community facilities, retail and good connections to the wider environment.*



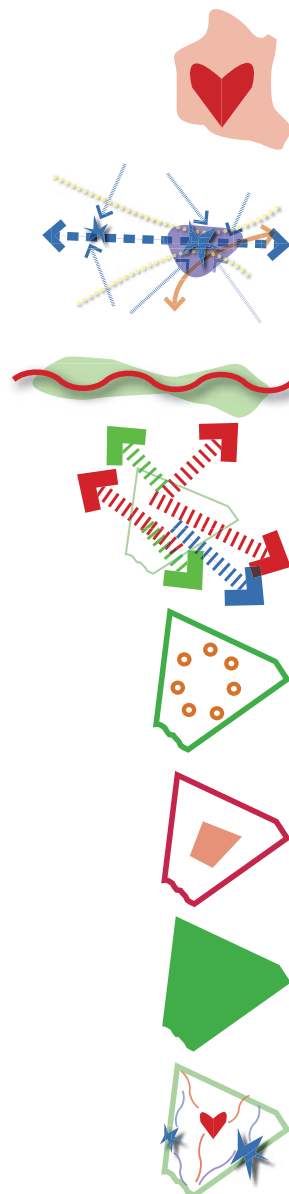
framework principles

The principles outline ways to help achieve the vision and mould West Footscray into an 'active, sustainable and inclusive' neighbourhood through focussing on improving community attractors, to create people friendly, vibrant and green places, while also improving sustainable connections between internal and external attractors, through cycling, walking and public transport.

The Framework Principles

The Framework principles outline design aims that will develop the current perceptions of West Footscray into the future aspirations for the neighbourhood.

The principles were developed at the first community workshop on 23 November 2006 and then agreed upon at the second community workshop on 14 December 2006. The principles are guiding statements that elaborate on the community's vision, detailing ways of creating an 'active, sustainable and inclusive' neighbourhood.

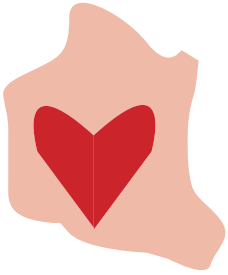


1. Further support the unique diversity in the Village, encouraging more vitality and vibrancy.
2. Create West Footscray intermodal interchange and upgrade Tottenham Station and their surrounding bus stops, bike routes, carparks, footpaths to create safe, comfortable and integrated intermodal hubs.
3. Soften the barrier created by the rail infrastructure both physically and perceptually.
4. Cater for a range of youth opportunities and activities for the changing demographic of neighbourhood.
5. Strengthen the existing sense of community, the smaller precinct identity and role of supporting local identity.
6. Manage the ongoing evolution of the neighbourhood including gentrification, densification and industrialisation to support the changing character of West Footscray.
7. A green neighbourhood created by the community to support the natural environment systems.
8. Improved connections to both destinations outside neighbourhood and key internal nodes.



framework principles

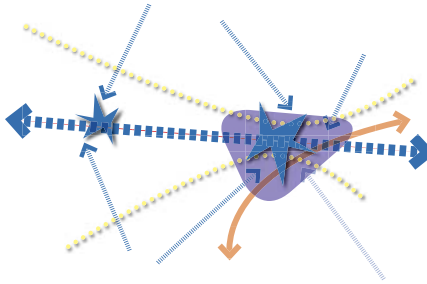
framework principles (cont.)



1. Further support the unique diversity in the Village, encouraging more vitality and vibrancy.

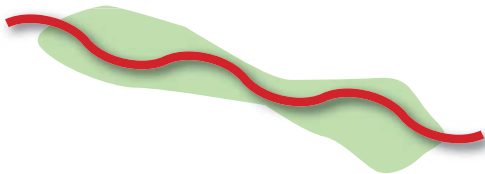
To further support an 'inclusive' neighbourhood, the heart of the neighbourhood should be vibrant and diverse. Barkly Village is recognised as the heart of the West Footscray community and plays an important role in facilitating a strong social network.

To further enhance the Village it is important to capitalise on the existing retail core, medium residential density, band of large parks, important community services and good public transport.



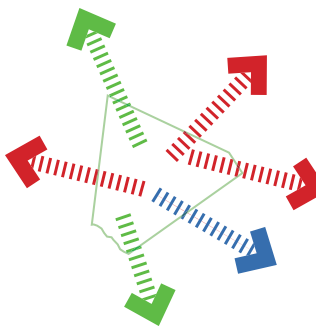
2. Create West Footscray intermodal interchange and up-grade Tottenham Station and their surrounding bus stops, bike routes, carparks, footpaths to create safe, comfortable and integrated intermodal hubs.

Support a 'sustainable' community that travels to major destinations by public transport, by providing train stations that are attractive to commuters with good amenity and reliable services. Ensure public transport is an attractive alternative to the car by integrating the train stations with pedestrian and bike routes, bus interchanges and localised car trips.



3. Soften the barrier created by the rail infrastructure both physically and perceptually.

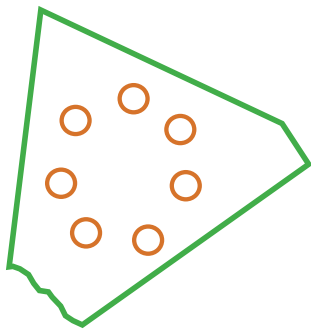
It is important to recognise that while train system provides 'environmentally sustainable' commuter and freight options, the required train infrastructure also provides significant amenity issues for the neighbourhood. The balance between vital services and their amenity needs to be met through working with all appropriate stakeholders to find solutions that are flexible and proactive.



4. Cater for a range of youth opportunities and activities for the changing demographic of neighbourhood.

With changing demographic in our community it is important to provide a variety of spaces and facilities that support a range of different users, to help nurture an 'active, sustainable and inclusive' community. In particular it is important to nurture our youth, from young children to teenagers, encouraging a sense of independence and play, through appropriate facilities from playgrounds to bike paths.

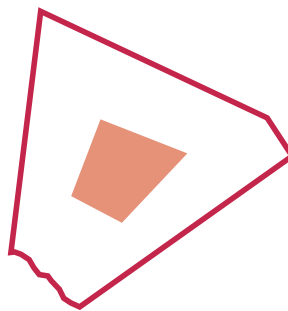
The Village and the neighbourhood foci within West Footscray, with parks, shops, education and community facilities play an important role in supporting our diverse community, as do our facilities in our surrounding centres such as Footscray, Highpoint, Sunshine and the City.



5. Strengthen the existing sense of community, the smaller precinct identity and role of supporting local identity

An 'active, sustainable and inclusive' neighbourhood relies on having a diverse range of facilities within a short distance from home. By providing good amenity within walking distance to home, residents can partake in active and sustainable travel. A strong community focus on local foci provides a place for interaction between neighbours and the community at large, helping to foster a more safe and inclusive neighbourhood.

Such amenities that should be located within neighbourhood foci include a range community and education facilities, local shops, parks that is linked with safe and reliable bike, pedestrian and public transport networks, and supported by a range of community programs.



6. Manage the ongoing evolution of the neighbourhood including gentrification, densification and industrialisation to support the changing character of West Footscray.

It is important to recognise that the social and physical landscape of West Footscray is continually evolving, this evolution needs to be managed to help achieve an 'active, sustainable and inclusive' neighbourhood.

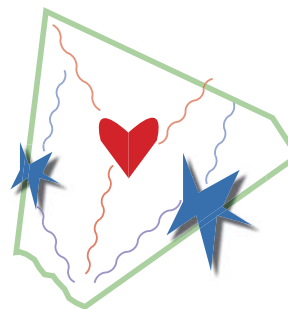
The city-wide demand for additional housing needs to be acknowledged partly within West Footscray. This demand should be focused at appropriate locations within the neighbourhood, such as the Village and near good public transport, in order to help achieve an 'active, sustainable and inclusive' neighbourhood.



7. A green neighbourhood created by the community to support the natural environment systems.

West Footscray has a great range of recreation reserves, these reserves are strategically important in achieving the vision for the neighbourhood due to their flexibility of use, form and users.

Well designed reserves are vital for supporting an 'active' community, through informal and structured sport, walking and cycling. Public open space can also provide focal points for the community, where families and groups can gather together, helping create an 'inclusive' neighbourhood. The green spaces of our reserves can also be utilised to address environmentally 'sustainable' issues, which is a major concern for the West Footscray community.



8. Improved connections to both destinations outside neighbourhood and key internal nodes.
















































In order to create an 'active and sustainable' sustainable neighbourhood, sustainable transport must be a competitive option. This can be achieved through upgrading infrastructure that supports walking, cycling and public transport use along strategic networks.

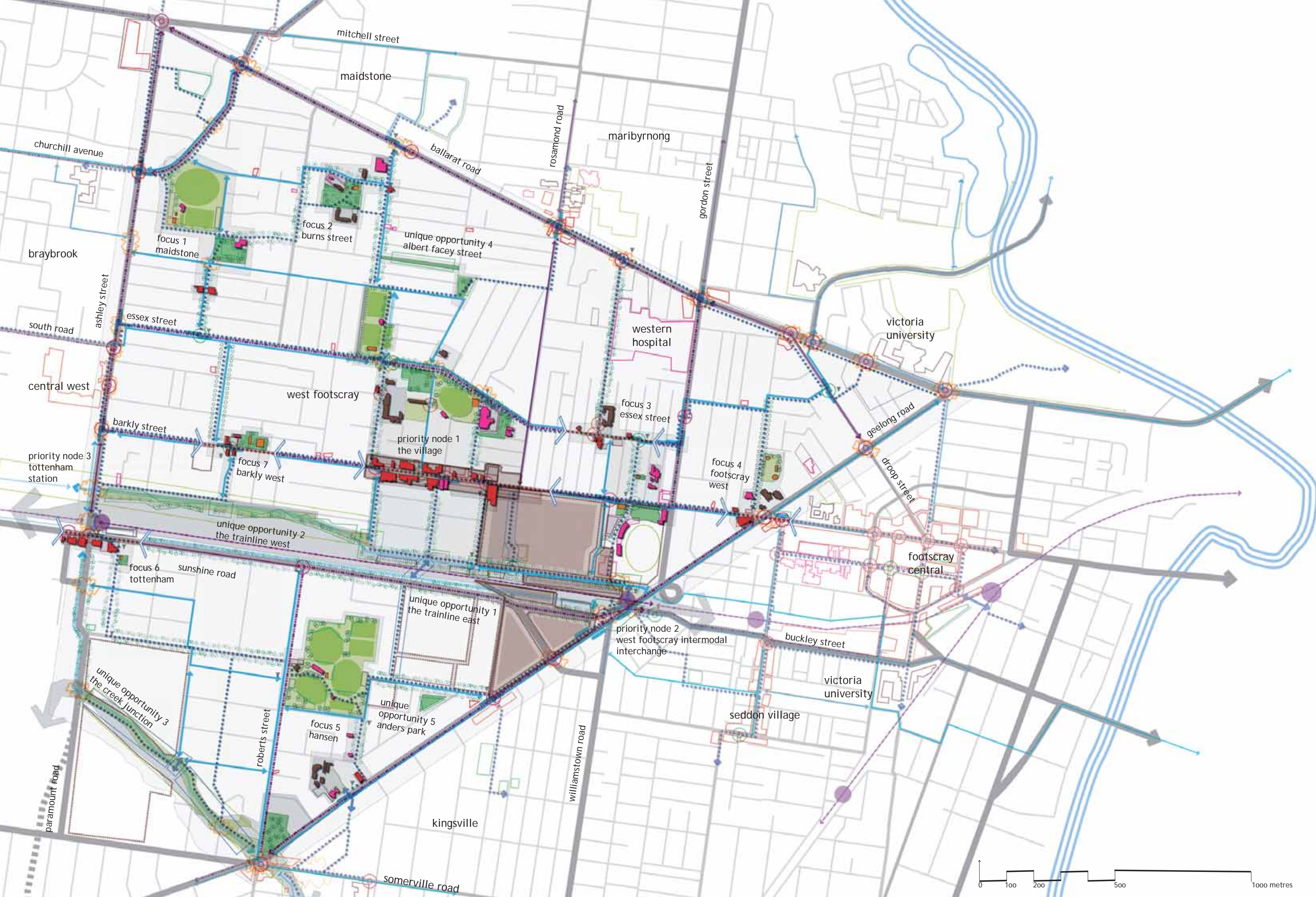
Internal walking and cycling connections within the neighbourhood should provide safe and clear routes to local attractions such as the Village, the train stations and major bus and tram stops, as well as local neighbourhood foci. External connections from the West Footscray neighbourhood to major activity centres, such as Footscray, Sunshine, Highpoint and the City, should be facilitated by good public transport and bicycle routes.

framework drawing

The framework drawing graphically represents a fifteen year plan to help shape West Footscray into an 'active, sustainable and inclusive' neighbourhood. The drawing describes a comprehensive range of improvement projects. To fully understand the Framework, the framework drawing must be read in conjunction with the guidelines, action plans and implementation plan.

legend

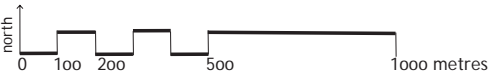
 play area	 street pedestrian path	 train station
 upgrade play area	 park pedestrian path	 major bus/tram stop
 active recreation area	 urban area	 existing tree planting
 upgrade active recreation area	 pedestrian over/underpass	 additional tree planting
 passive recreation area	 new pedestrian path	 proposed wayfinding signage
 upgrade passive recreation area	 proposed on-road bike lane	 carpark
 community building	 existing on-road bike lane	 upgrade carpark
 upgrade community building	 proposed off-road bike path	 existing signalised crossing
 commercial building	 existing off-road bike path	 proposed signalised crossing
 upgrade commercial building	 informal bike path	 existing pedestrian crossing
 educational building	 sydenham trainline	 proposed pedestrian crossing
 upgrade education building	 moonee ponds/footscray tram	 existing school crossing
 large development parcel	 bus route	 proposed school crossing
 higher density living	 proposed highpoint bus link	 upgrade crossing amenity
 existing tree planting	 state arterial	
 additional tree planting	 local collector road	
	 neighbourhood street	



local attractors

The local attractor guidelines are place based aspirations, specifications and references to help evolve the places and spaces that make West Footscray.

The guidelines recognise the sense of place that has evolved in West Footscray and seeks to nurture the evolution to achieve the community's vision for an 'active, sustainable and inclusive' neighbourhood, this can only be done place by place.



guidelines - local attractors

pg local attractors

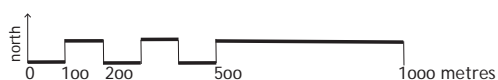
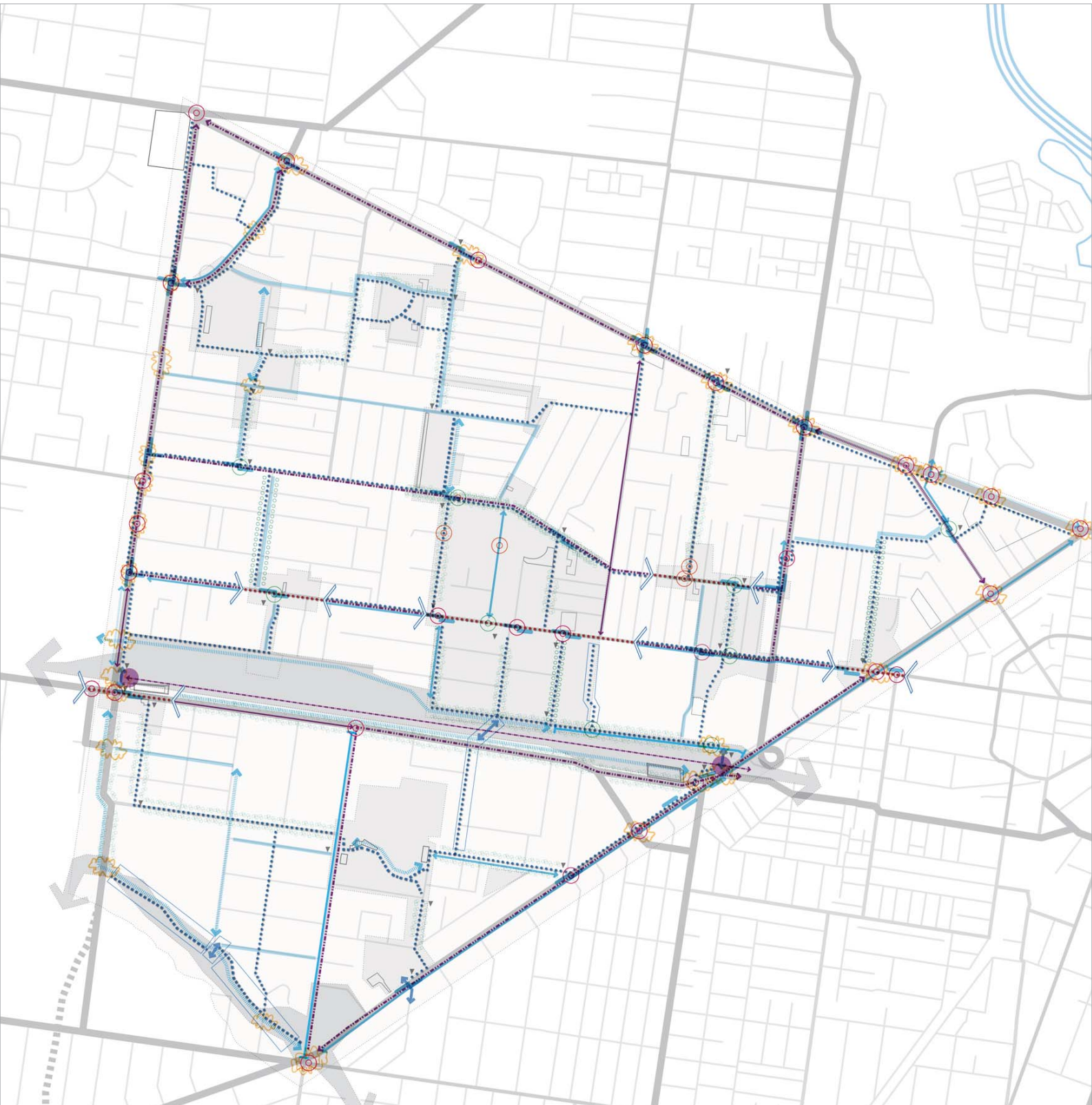
- 52 >G01 built environment
- 53 >G01_01 commercial buildings
- 54 >G01_02 community facilities
- 55 >G01_03 educational facilities
- 56 >G01_04 residential buildings
- 58 >G02 recreation reserves
- 59 >G02_01 active recreation areas
- 61 >G02_02 passive recreation areas
- 63 >G02_03 play areas
- 64 >G02_04 new park trees
- 65 >G02_05 existing park trees
- 66 >G03 development attitudes
- 67 >G03_01 higher density living
- 69 >G03_02 large development parcels

pg circulation systems

- 72 >G04 pedestrian network
- 73 >G04_01 pedestrian paths
- 74 >G04_02 pedestrian park paths
- 75 >G04_03 urban pedestrian area
- 77 >G04_04 pedestrian over/underpass
- 78 >G05 bike network
- 79 >G05_01 on-road bike lanes
- 80 >G05_02 off-road bike paths
- 81 >G05_03 informal bike paths
- 82 >G05_04 urban bike area
- 84 >G06 public transport network
- 85 >G06_01 trainline
- 86 >G06_02 tram routes
- 87 >G06_03 bus routes
- 88 >G06_04 urban bus area
- 90 >G07 road network
- 91 >G07_01 road routes
- 92 >G08 network amenity
- 93 >G08_01 train stations
- 95 >G08_02 major bus/tram stops
- 96 >G08_03 minor bus/tram stops
- 97 >G08_04 'wayfinding' signage
- 98 >G08_05 streetlights
- 99 >G08_06 street furniture
- 100 >G08_07 street trees
- 101 >G08_08 car parks
- 102 >G08_09 signalised crossings
- 103 >G08_10 pedestrian crossings
- 104 >G08_11 school crossings
- 105 >G08_12 crossing amenity

circulation systems

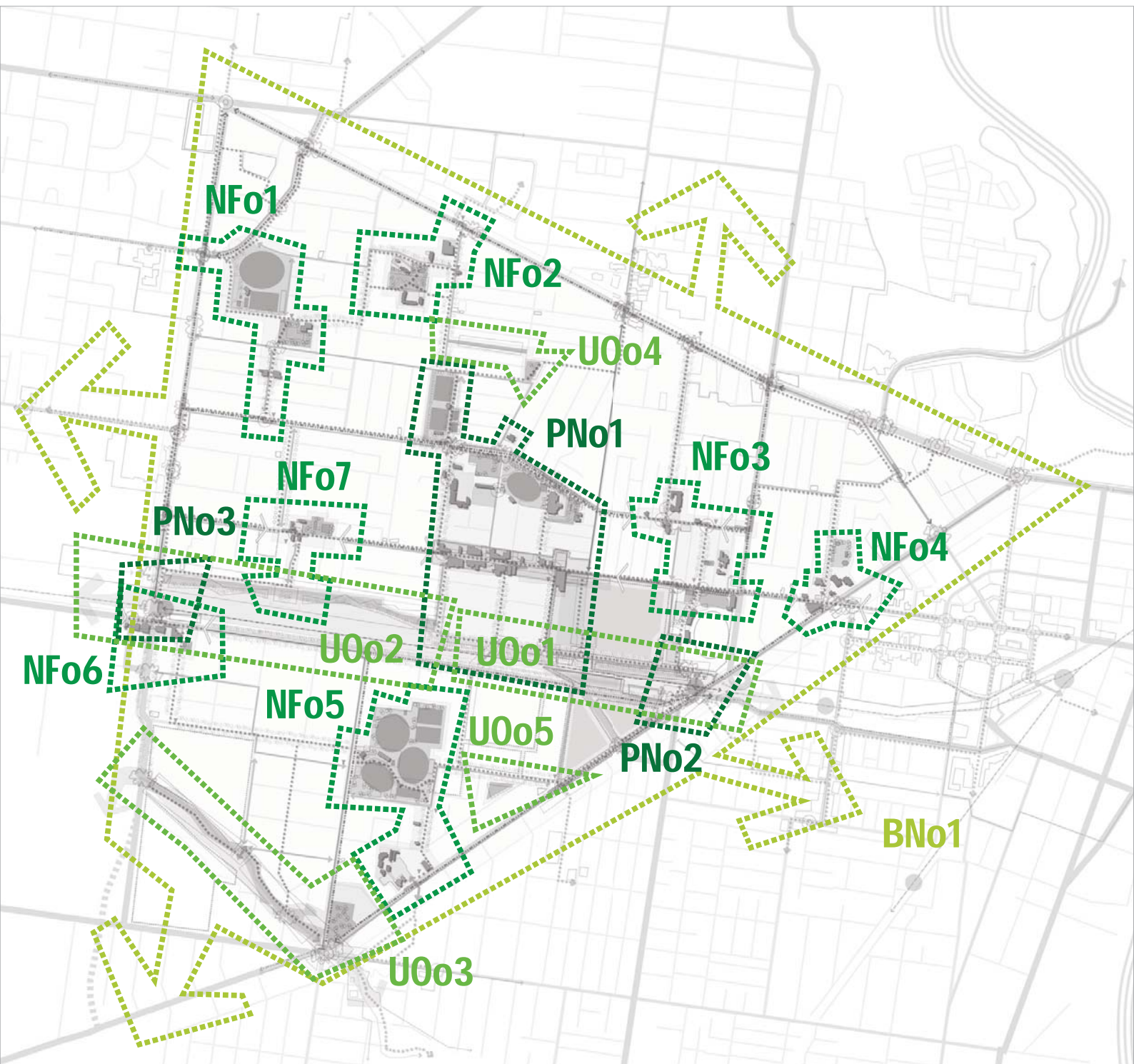
The 'circulation systems' guidelines describe aspirations, specifications and references for transport connections between attractions both within West Footscray and externally. The guidelines recognise the need to support sustainable transport alternatives to car based travel, by upgrading walking, cycling and public transport infrastructure and their surrounding amenity, in order to help achieve the community's vision for an 'active, sustainable and inclusive' neighbourhood, this can only be done across the whole system.



guidelines - circulation systems

action plans

The action plans are designed to give further detail to strategic locations within West Footscray, The action plans were developed through applying the detailed guidelines to a strategically selected area. The action plans outline four priority outcomes for each selected location, and detail how to achieve these outcomes through listing a series of actions, these lists of actions are then converted into the fifteen year implementation plan.



page priority nodes

- 116 >PN_01 the village : PNo1
- 120 >PN_02 west footscray inter-modal interchange : PNo2
- 122 >PN_03 tottenham station : PNo3

neighbourhood foci

- 126 >NF_01 maidstone : NFo1
- 130 >NF_02 burns street : NFo2
- 132 >NF_03 essex street : NFo3
- 134 >NF_04 footscray west : NFo4
- 136 >NF_05 hansen : NFo5
- 140 >NF_06 tottenham : NFo6
- 142 >NF_07 barkly west : NFo7

unique opportunities

- 146 >UO_01 the trainline east : UOo1
- 152 >UO_02 the trainline west : UOo2
- 154 >UO_03 the creek junction : UOo3
- 156 >UO_04 albert facey street : UOo4
- 158 >UO_05 anders park : UOo5

the broader network

- 162 >BN_01 transport links : BNo1





west footscray urban design framework

volume 03 of 05

03 guidelines

Adopted 18 March 2008

Maribyrnong City Council
Street Address Corner Hyde and Napier Streets,
Footscray
Postal Address PO Box 58, Footscray VIC 3011
Telephone 9688 0200
Facsimile 9687 7793
TTY (Hearing Impaired) 9688 0564
After Hours/Emergency 9688 0363
Email email@maribyrnong.vic.gov.au
Website www.maribyrnong.vic.gov.au

TIS (translations): If you would like to know more about the information on this notice, please call the Telephone Interpreter Service on 131 450 and ask them to call maribyrnong City Council on 9688 0200 for assistance.

Thank you to the community of West Footscray

Prepared by:
Aidan Mullen
Kelvin Walsh
City Design + Place Making
Maribyrnong City Council, and

Robyn Pollock
VAST environments

The West Footscray Urban Design Framework was awarded the 2007 PIA Victoria Award for Planning Excellence in the 'Social and Community Based Planning' category on the 19 October 2007

Adopted by Maribyrnong City Council at the Council Meeting of 18 March 2008



volume 01

- 04 *overview*
- 08 *commitment to the council plan*
- 10 *setting the scene*
- 12 *report purpose*
- 12 *project scope*
- 14 *methodology*
- 18 *site analysis*
- 26 *literature analysis*

volume 02

- 28 *urban design framework*
- 30 *the urban design framework*
- 32 *the vision*
- 34 *framework principles*
- 38 *the framework drawing*

volume 03

- 44 *guidelines*
- 46 *how to use the guidelines*
- 50 *local attractors*
 - > G01 built environment
 - > G02 recreation reserves
 - > G03 development attitudes
- 70 *circulation systems*
 - > G04 pedestrian network
 - > G05 bike network
 - > G06 public transport network
 - > G07 road network
 - > G08 network amenity

volume 04

- 106 *action plans*
- 108 *how to use the action plans*
- 114 *priority nodes*
 - > PN_01 the village
 - > PN_02 west footscray intermodal interchange
 - > PN_03 tottenham station
- 124 *neighbourhood foci*
 - > NF_01 maidstone
 - > NF_02 burns street
 - > NF_03 essex street
 - > NF_04 footscray west
 - > NF_05 hansen
 - > NF_06 tottenham
 - > NF_07 barkly west
- 144 *unique opportunities*
 - > UO_01 the trainline east
 - > UO_02 the trainline west
 - > UO_03 the creek junction
 - > UO_04 albert facey street
 - > UO_05 anders triangle
- 160 *the broader network*
 - > BN_01 transport links

164 implementation plan

166 implementation plan

volume 05

appendix



o3_ guidelines



page guidelines

46 *how to use the guidelines*

50 *local attractors*

- 52** > G01 built environment
> G01_01 commercial buildings
> G01_02 community facilities
> G01_03 educational facilities
> G01_04 residential buildings
- 58** > G02 recreation reserves
> G02_01 active recreation areas
> G02_02 passive recreation areas
> G02_03 play areas
> G02_04 new park trees
> G02_05 existing park trees
- 66** > G03 development attitudes
> G03_01 higher density living
> G03_02 large development parcels

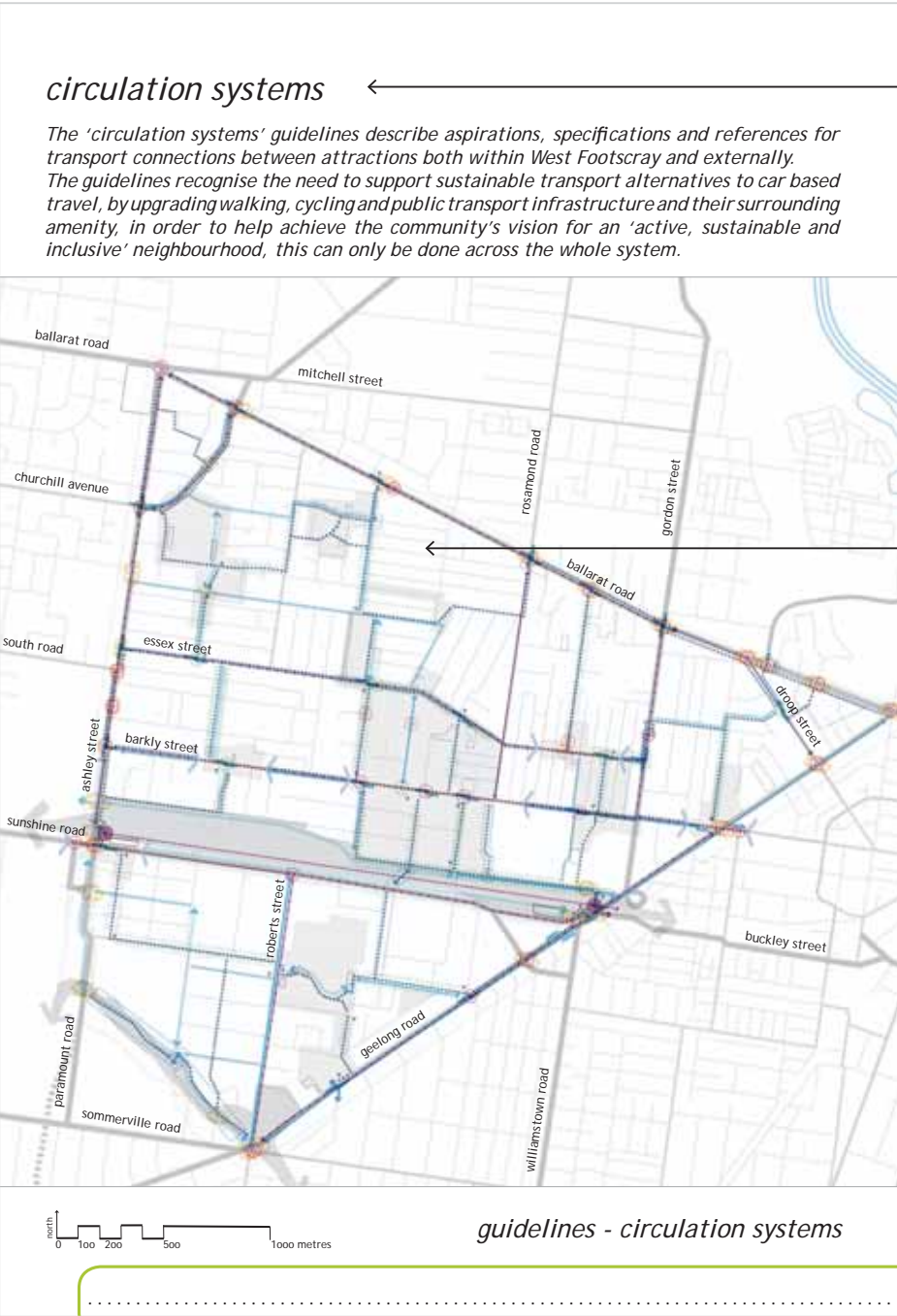
70 *circulation systems*

- 72** > G04 pedestrian network
> G04_01 pedestrian paths
> G04_02 pedestrian park paths
> G04_03 urban pedestrian area
> G04_04 pedestrian over/underpass
- 78** > G05 bike network
> G05_01 on-road bike lanes
> G05_02 off-road bike paths
> G05_03 informal bike paths
> G05_04 urban bike area
- 84** > G06 public transport network
> G06_01 trainline
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> G06_03 bus routes
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- 90** > G07 road network
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- 92** > G08 network amenity
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> G08_04 'wayfinding' signage
> G08_05 streetlights
> G08_06 street furniture
> G08_07 street trees
> G08_08 car parks
> G08_09 signalised crossings
> G08_10 pedestrian crossings
> G08_11 school crossings
> G08_12 crossing amenity

how to use the guidelines

The guidelines are designed to give further detail to the framework drawing, by elaborating on and explaining each element. The guidelines are robust enough to be applied across the whole neighbourhood and last the fifteen year implementation period.

The guidelines are not intended to be read through from start to finish, but instead they are a reference source for each symbol shown on the framework drawing. They guide and manage change for all the elements that make up West Footscray.



guideline section title + description
the 'guideline section description' outlines the manner of guidelines that the section covers

guideline section drawing
the 'guideline elements' covered in this section are shown on the framework drawing, with all other section removed

The guidelines are broken into two broad sections 'local attractors' and 'circulation systems'. The 'local attractors' outline guidelines for elements that make up place, focussing on buildings and public space. The 'circulation systems' outlines guidelines for connections between place, focussing on sustainable transport both internally and externally of West Footscray.

legend

the 'legend' describes all the elements shown in the framework drawing

legend

street pedestrian path

park pedestrian path

urban area

pedestrian over/underpass

new pedestrian path

proposed on-road bike lane

existing on-road bike lane

proposed off-road bike path

existing off-road bike path

informal bike path

sydenham trainline

moonee ponds/footscray tram

bus route

proposed highpoint bus link

state arterial

local collector road

neighbourhood street

train station

major bus/tram stop

existing tree planting

additional tree planting

proposed wayfinding signage

carpark

upgrade carpark

existing signalised crossing

proposed signalised crossing

existing pedestrian crossing

proposed pedestrian crossing

existing school crossing

proposed school crossing

upgrade crossing amenity

pg

circulation systems

>G04 pedestrian network

>G04_01 pedestrian paths

>G04_02 pedestrian park paths

>G04_03 urban pedestrian area

>G04_04 pedestrian over/underpass

>G05 bike network

>G05_01 on-road bike lanes

>G05_02 off-road bike paths

>G05_03 informal bike paths

>G05_04 urban bike area

>G06 public transport network

>G06_01 trainline

>G06_02 tram routes

>G06_03 bus routes

>G06_04 urban bus area

>G07 road network

>G07_01 road routes

>G08 network amenity

>G08_01 train stations

>G08_02 major bus/tram stops

>G08_03 minor bus/tram stops

>G08_04 'wayfinding' signage

>G08_05 streetlights

>G08_06 street furniture

>G08_07 street trees

>G08_08 car parks

>G08_09 signalised crossings

>G08_10 pedestrian crossings

>G08_11 school crossings

>G08_12 crossing amenity

contents
the guidelines covered in under the 'guideline section' are shown with the guideline name, symbol and page number

how to use the guidelines (cont.)

Please Note:
Any terms referred to in this Framework has its ordinary meaning unless that term is defined in the Maribyrnong Planning Scheme

G04.01_pedestrian paths

iving for these short
ing the environment

urban neighbourhood lends itself to short
trip walking. West Footscray also has a

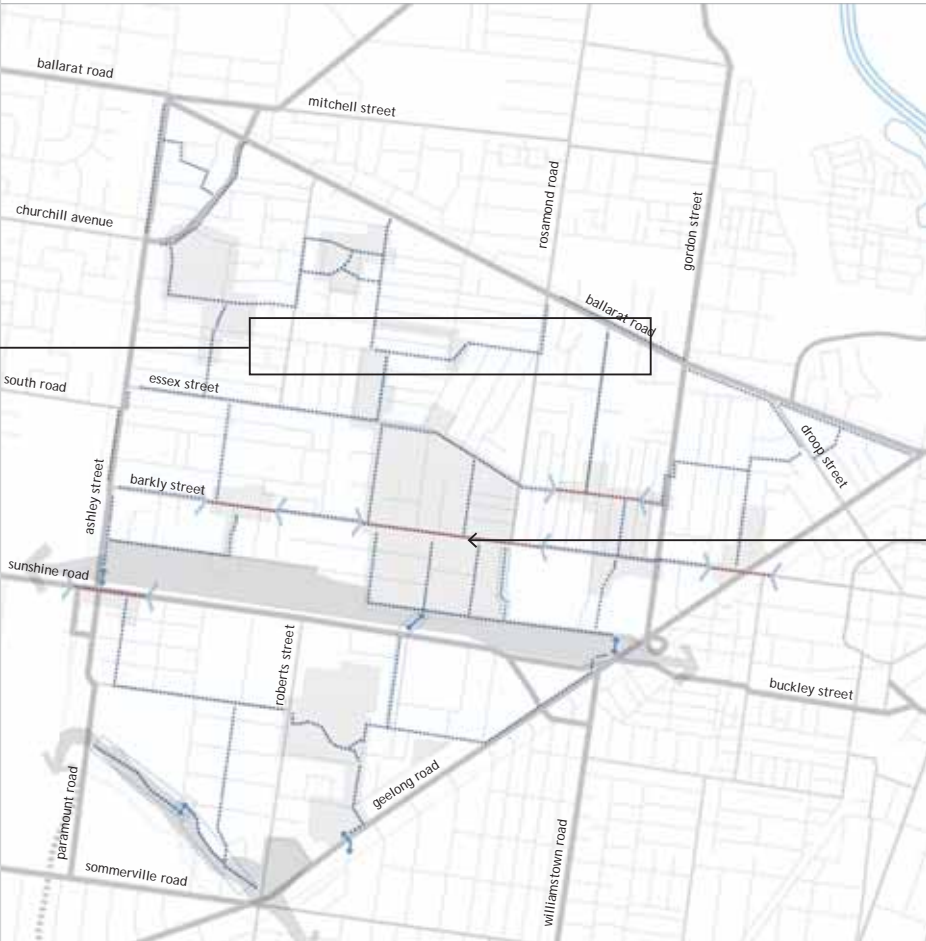
guideline symbol + name
the 'heading of the guideline'
and the 'element symbol'
is shown at the top of each
page. the 'guideline name'
is referred to throughout the
document, the symbol located
on the framework drawing



G04_pedestrian network

The 'pedestrian network' connects people to their place, by strengthening a strategic network of streets. The guidelines give guidance on how to ensure the identified streets are safe, comfortable and direct for the pedestrian. The network of streets focus on foot traffic from homes across West Footscray to the Village, the local neighbourhood foci and the major public transport locations that can connect the pedestrian to the wider city.

guideline title + description
the 'guideline title' is referenced
throughout the document, the description
explains how the guideline is linked to the
vision



guideline title page
all 'title guidelines' have a title page, which
shows the guideline elements drawn on the
framework, the following pages describe
and outline the guidelines

guideline drawing
the 'guideline elements' are shown on
the framework drawing, with all other
guidelines removed

The guidelines aim to:

- > describe the aspirations of the framework as established by the community
- > crystallise Council policy and programmes by referencing appropriate documents
- > outline specifications for maintenance, upgrades and construction
- > legitimise negotiations with other agencies and stakeholders for strategic outcomes

intent

the intent describes what each guideline is trying to achieve. the intent is linked back to the community vision for West Footscray as an 'active, sustainable and inclusive' neighbourhood

G04.01_pedestrian paths

intent.....

With over forty percent of trips made within Melbourne being two kilometres or less long, walking should be one of the main forms of travel we do. In our busy lives, time is precious. We can save time by wrapping up our exercise into our daily routine by walking to the shops, the train or work.

By walking, instead of driving for these short trips we are also helping the environment through reducing greenhouse gas emissions and making our neighbourhood safer by being out on the street. The existing street network in West Footscray which is easily readable and holds together a friendly

urban neighbourhood lends itself to short trip walking. West Footscray also has a great range of local attractions to walk a short distance to, including Barkly Street with diverse shops and activities and the seven neighbourhood foci with their parks, community and commercial facilities.

guidelines.....

- 04.01.1 Identify a safe, well connected pedestrian network that connects local attractions located within or out of West Footscray, which can assist in the rollout of the Maribyrnong Road Management Plan, Street Furniture Strategy and the Street Tree Strategy
- 04.01.2 Ensure intersections along pedestrian paths are safe and DDA compliant, consider the use of tactile indicators, pram ramps, lined crossings, level pedestrian tables or signalised crossings
- 04.01.3 Ensure paths are a minimum width of 1.5 metres in order to allow room for people to walk past each other
- 04.01.4 Provide safe crossing points where pedestrian paths cross busy roads, consider providing short signalised crossing points
- 04.01.5 Provide good street lighting along paths, consider using pedestrian focussed lights in highly used areas
- 04.01.6 Direct pedestrians along pedestrian paths by providing clear wayfinding signs that identify local attractions and their walking time
- 04.01.7 Provide public seating at regular intervals along pedestrian paths to allow for resting points along journeys
- 04.01.8 Ensure pedestrian paths are shaded, sheltered, interesting and have good amenity, consider the use of consistent street tree planting, street lights, quality pavement and artwork
- 04.01.9 Provide safe pedestrian paths by encouraging pedestrians to use streets that have good natural surveillance, good street lighting and consistent foot and car traffic
- 04.01.10 Link pedestrian paths with bike or bus routes where possible to help with surveillance and to share the safe amenity
- 04.01.11 Provide a strong pedestrian link between West Footscray to Footscray by upgrading the infrastructure and amenity along Barkly Street

ideas + exemplars.....



A.



B.



C.



D.

A. A great example of a pedestrian path, with high quality finish of simple materials, good amenity provided by street trees, adjacent buildings and outdoor dining, and pedestrian focused lighting
B. A good example of well serviced public transport sitting on a pedestrian path, with wayfinding signs and tactile indicators

C. Ensure intersections along pedestrian paths are safe and DDA compliant, consider the use of tactile indicators, pram ramps, lined crossings, level pedestrian tables or signalised crossings
D. Provide seating along the pedestrian paths

guideline name and symbol
the heading of the guideline and the 'element symbol' is shown at the top of each page. the guideline name is referred to throughout the document, the symbol located on the framework drawing

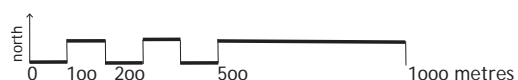
guidelines
the 'guidelines' outline aspirations, specifications and references for change across the neighbourhood. the guidelines aims to inform all agents of change from Council officers, private industry and West Footscray residents

ideas + exemplars
the 'ideas and exemplars' help describe what is written in the guidelines. they use precedents found in Maribyrnong, Melbourne and around the world, helping to quickly ground the guideline descriptions

local attractors

The local attractor guidelines are place based aspirations, specifications and references to help evolve the places and spaces that make West Footscray.

The guidelines recognise the sense of place that has evolved in West Footscray and seeks to nurture the evolution to achieve the community's vision for an 'active, sustainable and inclusive' neighbourhood, this can only be done place by place.



guidelines - local attractors

legend


-  play area
-  upgrade play area
-  active recreation area
-  upgrade active recreation area
-  passive recreation area
-  upgrade passive recreation area
-  community building
-  upgrade community building
-  commercial building
-  upgrade commercial building
-  educational building
-  upgrade education building
-  large development parcel
-  higher density living
-  existing tree planting
-  additional tree planting


pg local attractors

52 >G01 built environment

53 >G01_01 commercial buildings 

54 >G01_02 community facilities 

55 >G01_03 educational facilities 

56 >G01_04 residential buildings 


58 >G02 recreation reserves

59 >G02_01 active recreation areas 

61 >G02_02 passive recreation areas 

63 >G02_03 play areas 

64 >G02_04 new park trees 

65 >G02_05 existing park trees 

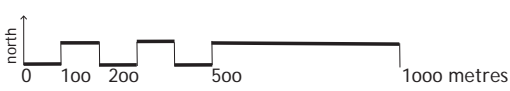
66 >G03 development attitudes

67 >G03_01 higher density living 

69 >G03_02 large development parcels 

G01_built environment

The 'built environment' covers most public and private buildings within West Footscray. It gives guidance to the evolution of our commercial, community, education and residential buildings. The guidelines particularly focus of how these buildings can add to an 'active, sustainable and inclusive' neighbourhood, through recognising the role our commercial, community and education buildings play in facilitating an inclusive community and how our residential buildings can become more environmentally friendly.



guidelines - built environment

intent.....

Local commercial buildings support the surrounding community by supplying quality daily goods and services within close, walking distance. The local needs of the community should be provided for by commercial buildings located within Barkly Village and the neighbourhood foci.

Commercial buildings in these areas must be financially viable in order to continue to provide its services to the local community. A certain amount of support and flexibility must be provided to enable this financial viability; however it must also be recognised that as the community changes over time so may the viability of particular services.

Commercial buildings and uses must reflect the role and size of the area it sits within, for example a small neighbourhood foci plays a different commercial role to Barkly Village which plays a different commercial role to Footscray Principal Activity Centre.

Commercial uses that sit within neighbourhood foci, should support the surrounding community with everyday goods and services, this may include:

- > local milk bars,
- > general stores,
- > hairdressers,
- > cafes and
- > fish'n'chips shops.

Commercial uses that sit within Barkly Village, should support the whole West Footscray neighbourhood with both everyday, weekly and unique goods and services, this may include:

- > fruit and vegetables, butchers and general stores,
- > supermarket,
- > bank, post office, newsagency and offices,
- > restaurants, cafes and take away shops, and
- > clothing shops, video stores and other speciality shops.

Larger commercial uses should sit in the surrounding Principal Activity Centres such as Footscray, Sunshine and Highpoint.

guidelines.....

- 01.01.1 Support local businesses by helping to form a traders group within the Village
- 01.01.2 Support viable businesses located in the Village and each neighbourhood foci, by ensuring the zoning outlined in the Maribyrnong Planning Scheme reflects their present commercial roles and allows for flexibility for the future
- 01.01.3 Consolidate and enhance the role of Barkly Village as a mixed use retail, commercial and community services centre, by filling the gaps created by residential buildings along Barkly Street with new mixed use development that reflect the preferred built character
- 01.01.4 Development along Barkly Street (between Argyle Street and Gordon Street) should be two to three storeys and be at a scale that respects the adjacent residential character and the existing retail streetscape character including retail on ground floor (office or residential above), fine grain building width and no setbacks
- 01.01.5 Strengthen the retail streetscape by filling the gaps created by detached residential buildings along Barkly Street with new mixed use development that reflect the preferred built character
- 01.01.6 Consider the waiving of the required car space rates in new developments which are close to reliable public transport, on a case by case basis
- 01.01.7 Encourage a mix of businesses within the Village, so as to create an active streetscape both night and day
- 01.01.8 Create a safe neighbourhood foci and Village feel by encouraging shop-top housing, with good passive surveillance of streets
- 01.01.9 Further support local business by improving the amenity along and marking the entrances to the Village and neighbourhood foci, as outlined in guidelines G04.03_urban pedestrian area, G05.04_urban bike area and G06.04_urban bus area

ideas + exemplars.....



A.

A. Encourage local businesses within each foci that serve the local community surrounding it with everyday items
B. Work with landowners to explore ways of appropriately filling in the gaps in the retail core along Barkly Street



B.



C.



D.

C. Activated streetscape through outdoor dining
D. Extended trading hours providing night-time surveillance



G01.02_community facilities

intent.....

A number of community facilities are available within the neighbourhood foci and Village, such as the new West Footscray Library and Neighbourhood House, the Maidstone Community Centre and the Footscray YMCA as well as many sporting pavilions, churches and social centres.

These existing community facilities within the neighbourhood foci and Village should be maintained and upgraded, where possible. New community centres should also be placed within the foci or Village and co-located with education facilities or parks, where possible.

A community facility may include:

- > libraries
- > community centres
- > child and maternal health care centres
- > sporting pavilion
- > churches
- > medical centres
- > scout halls

guidelines.....

- 01.02.1 Focus funding on upgrading facilities located within neighbourhood foci or within the Village, as per the relevant adopted Council policies such as the 'City of Maribyrnong Early years Plan 2005-2008' and the 'Sports Development Strategy 2006'
- 01.02.2 Review the role of under utilised facilities that do not sit within the foci or Village boundary, using the profits to upgrade better located facilities
- 01.02.3 Where possible incorporate similar community services into one building, sharing rooms, staff and facilities, to ensure that the services can still be offered without funding or staff constraints
- 01.02.4 Where community facilities are located within reserves, consider physically and perceptually opening up the building to address the surrounding parkland
- 01.02.5 Where possible link day services with night services to maximise facility use and create safe locations at night
- 01.02.6 Ensure all existing community facilities are DDA compliant, have both male and female facilities and are well lit at night
- 01.02.7 Strive to lead by example in sustainable living by designing new or upgrading facilities to be energy and water efficient
- 01.02.8 Upgrade the environment surrounding community facilities to encourage outdoor use
- 01.02.9 Support the network of community facilities across the neighbourhood and the municipality by ensuring there is sufficient accessibility by all, especially the young and the elderly, through the use of dedicated transport, good public transport, pedestrian paths, bike paths or car parking
- 01.02.10 Continue the proactive process of community information, consultation and participation when implementing new design and construction projects, as per the Community Engagement Framework (2000)

ideas + exemplars.....



A.



B.



C.



D.

A. West Footscray Library and Neighbourhood House provides a recognisable community hub through striking architecture and comprehensive services

B. Incorporate a range of services in a shared facility, such as public book and internet access, children services and public

meetings rooms

C. Lead by example through best practice design and quality materials

D. Connect to good public transport

intent.....

The educational facilities support our most precious resource, our next generation. The physical and social state of schools, child care centres and kindergartens are not only of the utmost importance to the children who use them but also their parents and families.

These facilities bring neighbours together, create friends and build communities.

The education facilities covered under this guideline are facilities that serve the immediate local community, such as:

- > public/private child care facilities
- > public/private kindergartens
- > public/private schools

guidelines.....

- 01.03.1 Lobby to locate new facilities within neighbourhood foci or within the Village, when possible
- 01.03.2 Consider co-locating educational facilities such as child care centres, kindergartens, and schools within the Village or neighbourhood foci, where possible, in order to reduce separate trips by parents with more than one child and to allow the children to grow up in the same area
- 01.03.3 Ensure parks that are located close to education facilities provide quality places for all ages play
- 01.03.4 Where possible incorporate similar community services into one building, in order to share rooms, staff and facilities
- 01.03.5 Where possible link day services with night services to maximise facility use and create safe locations at night
- 01.03.6 Ensure all existing educational facilities are DDA compliant, have both male and female facilities and are well lit at night
- 01.03.7 Strive to lead by example in sustainable living by designing new or upgrading facilities to be energy and water efficient
- 01.03.8 Promote opening school grounds for use by the community at non-school times
- 01.03.9 Encourage children to walk to school, through schemes like the 'walking bus'

ideas + exemplars.....



A.



B.

- A. Encourage safe and sustainable transport to and from school
- B. Educational facilities that sit within park lands should mutually support family friendly uses and amenity

G01.04_residential buildings

intent.....

Houses should be safe, sustainable and comfortable places that also contribute to the greater neighbourhood through quality built form, natural surveillance and environmentally friendly practices.

Houses that allow home life to spill out onto the street can help create safe streets within the neighbourhood and foster a sense of community. Neighbourly streets such as these can be found right throughout West Footscray.

A residential home may include:

- > detached and attached houses
- > town houses
- > walk up apartments
- > shop-top housing

guidelines.....

- 01.04.1 Ensure new buildings respect and add to the built and social character of the street and respond to the features of the immediate site, complying with all provisions outlined in the Maribyrnong Planning Scheme
- 01.04.2 Promote new residential buildings that contribute to the natural surveillance of the street through large windows, balconies, low fences and appropriate setbacks as outlined in the Safer Design Guidelines (2005) and Maribyrnong Planning Scheme
- 01.04.3 Promote building homes in a sustainable way, through the use of the Sustainable Tools for Environmental Performance Strategy (STEPS)
- 01.04.4 Promote designing new buildings that minimise energy consumption through clever design such as maximising the northerly aspect, natural lighting and ventilation, using solar energy and energy-efficient devices
- 01.04.5 Promote minimising waste generation within the home, consider recycling water where possible and composting green waste
- 01.04.6 Promote minimising tap water consumption within the home, consider installing residential water tanks, planting with native plants and recycling grey-water
- 01.04.7 Explore organised neighbourhood based ways to offset carbon emitted through high home energy use and car use, consider participants paying for either trees to be planted as carbon sinks, local sustainable energy options such as wind or solar, or sustainable transport options such as car share or more bike routes
- 01.04.8 Encourage home owners to plant out the naturestrip with more sustainable plants as per Council's Naturestrip Landscape Policy and Guidelines (2004) and to water nearby street trees

ideas + exemplars.....



A.



B.



C.



D.



- A. Good street activity can provide a safe and inclusive neighbourhood through natural surveillance
B. A greener home improves the amenity of the street, which benefits both the local residents and passing pedestrians
C. An environmentally sustainable house can reduce the home

- running cost and benefit the wider environment
D. West Footscray has a range of different housing stock, meaning the general built character differs from street to street

G02_recreation reserves

The 'recreation reserves' focuses on nurturing our public space in West Footscray. It gives guidance to active, passive and play areas within our public spaces and recognises the role that these spaces play in developing an 'active, sustainable and inclusive' neighbourhood, through facilitating exercise and play, through fostering an inclusive community spirit through the sharing of communal space and through managing the local environment.



intent.....

With obesity becoming a major issue in current generations, it is important to encourage any active recreation possible. Team sports provide an opportunity to not only exercise but also make friends and help foster a sense of community. Exercise like walking the dog or running allow people to experience their neighbourhood and get to know their neighbours.

Active recreation areas correlate with the 'sports' and 'access trail' functions as described in the Open Space Strategy (2006).

Active recreation areas are places for organised play and exercise, this may include:
> sporting grounds for cricket and football

codes

- > tennis courts
- > off road bike circuits
- > walking/running circuits
- > exercise circuits
- > skateboard facilities
- > bmx track
- > bocce courts

guidelines.....

- 02.01.1 Focus funding on maintaining and upgrading active recreation areas located within neighbourhood foci or within the Village, as per the relevant adopted Council policies such as the 'Open Space Strategy 2006' and the 'Sports Development Strategy 2006'
- 02.01.2 When upgrading active recreation areas the Open Space Strategy guidelines should be followed, as detailed below:
 - > Whitten and Hansen Reserves as per a 'sport' function area, with a 'district' catchment and in a 'lawn or sports turf' setting
 - > Johnson, Shorten and Dobson Reserves as per a 'sport' function area, with a 'suburban' catchment and in a 'lawn or sports turf' setting
 - > Rupert Street Reserve as per an 'accessway trail' function area, with a 'local' catchment and in a 'plantation' setting
 - > Stony Creek Reserve as per an 'accessway trail' function area, with a 'local' catchment and in a 'rough natural area' setting
- 02.01.3 Consider negotiating with Footscray Primary School to open up the school oval to the public after hours in order to address the local gap in public open space
- 02.01.4 Support local sport clubs through upgrading pavilions and the associated active recreation facility
- 02.01.5 Consider maximising the use of sport pavilions by sharing facilities with different clubs or other community groups
- 02.01.6 Ensure new pavilions address the surrounding parkland and offer a range of different uses
- 02.01.7 Create attractive tree covered seating areas on the edge of the sports grounds to encourage reserves are used during and after games
- 02.01.8 Consider minimising fencing around sports grounds in order to make them more accessible and to encourage informal play
- 02.01.9 Minimise water consumption on large reserves, consider planting out the land around sports grounds with indigenous trees and grasses, using water tanks or water sensitive design
- 02.01.10 Create walking, running and cycling circuits that connect to other municipalities along attractive recreation corridors
- 02.01.11 Construct sealed running and cycling tracks with a minimum width of 2.5 metres and directional signage at nodes
- 02.01.12 Encourage a range of competitive and informal sports to be played within the neighbourhood through providing the appropriate range of facilities
- 02.01.13 Where competitive sports are played provide appropriate spectator facilities with seating, shelter and shade and consider designing these for a range of uses
- 02.01.14 Continue the proactive process of community information, consultation and participation when implementing new design and construction projects, as per the Community Engagement Framework (2000)



ideas + exemplars.....



A.



B.



C.



D.



E.



F.



H.

- A. Cruickshank Park offers a great recreational corridor to the Maribyrnong River along Stony Creek
- B. Improve connections to the skate park located at Anderson Oval
- C. Encourage informal play
- D. Access trails make attractive connections for cyclist and joggers

- and are important for good exercise
- E. large sportgrounds provide structured activity
- F. A range of smaller unstructured activities
- H. Good signage as per Council standards

intent.....

A strong knit community needs places for communal enjoyment with their neighbours and friends. Garden parks can allow a range of different uses for a range of different users. Garden parks will be flexible in use to ensure longevity and diversity.

Passive recreation areas correlate with the 'social family recreation', 'relaxation and contemplation' and 'visual amenity' functions as described in the Open Space Strategy (2006).

Passive recreation areas are places for social interaction, this may include:

- > sitting and talking
- > informal play
- > picnics

guidelines.....

- 02.02.1 Focus funding on maintaining and upgrading passive recreation areas located within neighbourhood foci or within the Village, as per the relevant adopted Council policies such as the 'Open Space Strategy 2006'
- 02.02.2 When upgrading passive recreation areas the Open Space Strategy guidelines should be followed, as detailed below:
- > Spurling Reserve as per a 'social family recreation' function area, with a 'district' catchment and in an 'open parkland' setting
 - > Hansen Reserve within the area between the pavilion, kindergarten and playground, as per a 'social family recreation' function area, with a 'district' catchment and in a 'parkland' setting
 - > Rogers Reserve as per a 'social family recreation' function area, with a 'local' catchment and in a 'open parkland' setting
 - > Barrett Reserve as per a 'social family recreation' function area, with a 'suburban' catchment and in an 'open grassland' setting
 - > Dobson Reserve within the area between the pavilion, playground and Montgomery Street, as per a 'social family recreation' function area, with a 'suburban' catchment and in a 'parkland' setting
 - > Gaudion Reserve as per a 'social family recreation' function area, with a 'local' catchment and in an 'open grassland' setting
 - > Anders Park as per a 'social family recreation' function area, with a 'local' catchment
 - > Ernie Shepherd Gardens as per a 'relaxation and contemplation' function area, with a 'suburban' catchment and in an 'exotic, ornamental or specimen plantings' setting
 - > Martin Reserve as per a 'relaxation and contemplation' function area, with a 'suburban' catchment and in a 'rough natural area' setting
 - > Bassett Reserve as per a 'relaxation and contemplation' function area, with a 'local' catchment and in an 'exotic, ornamental or specimen plantings' setting
 - > Costella Reserve as per a 'relaxation and contemplation' function area, with a 'local' catchment and in an 'open parkland' setting
- 02.02.3 Provide a range of landscape elements to encourage a range of informal and formal activities
- 02.02.4 Ensure passive recreation spaces have generous amounts of shade, consider utilising shade provided by existing large trees or building shelters where appropriate
- 02.02.5 In larger reserves, locate passive recreation areas at prominent locations, near buildings, pavilions, playgrounds, large mature trees or at the junction of paths or streets
- 02.02.6 Ensure parks are safe and comfortable in a variety of conditions, consider utilising active frontages onto the park from pavilions and community buildings, park lighting, shelter or large trees where appropriate
- 02.02.7 Where appropriate, integrate existing community and educational facilities with the surrounding reserve to allow the activity to spill into the park
- 02.02.8 Encourage picnic use in passive recreation areas, consider supplying public barbecues, picnic tables, open grass and bins where appropriate
- 02.02.9 Reduce water consumption with parks by selected appropriate materials, consider reducing the amount of lawn to a more sustainable size, where appropriate
- 02.02.10 Reduce water consumption by using indigenous grasses and trees
- 02.02.11 Continue the proactive process of community information, consultation and participation when implementing new design and construction projects, as per the Community Engagement Framework (2000)



ideas + exemplars.....



A.



B.



C.



D.



E.



F.



G.



A. Utilise platforms and structured elements to define intimate spaces for seating
 B. Utilise the role of grasses to define territory
 C. Utilise shelters where appropriate to create a focal point, and to protect park users from the elements

D + E. Utilise edges where people can sit, walk or play
 F. Te Arai Park in East St.Kilda incorporates a shaded playground, a bbq with seating and shelter, and a neighbourhood house
 G. Utilise large mature trees as they can act as a focal point

intent.....

Play areas are important for encouraging children to learn and explore the environment around them. They allow children to explore boundaries in a safe environment. As children grow their play areas should reflect the changing needs, with diverse spaces from young children's play equipment to skateparks.

Passive recreation areas correlate with the 'play' functions as described in the Open Space Strategy (2006).

Play areas are places for play this may include:

- > young children play areas, such as formal playground equipment and play elements
- > elder children play areas such as skateparks and bmx tracks
- > adult play areas such as bocce courts

guidelines.....

- 02.03.1 Focus funding on maintaining and upgrading play areas located within neighbourhood foci or within the village, as per the relevant adopted Council policies such as the 'Open Space Strategy' 2006 and the 'draft Playground Strategy' August 2007
- 02.03.2 When upgrading play areas the Open Space Strategy guidelines should be followed, as detailed below:
 - > McNabb and McDonald Reserves as per a 'play' function area, with a 'local' catchment and in an 'open parkland' setting
- 02.03.3 Provide a range of play areas for a range of ages, consider the use of formal and informal elements
- 02.03.4 Design for a diversity of users with DDA compliant playgrounds and play areas
- 02.03.5 Provide shade at play areas, consider providing shelters or utilising mature trees
- 02.03.6 Integrate seating spaces with play areas, so that parents or friends can sit close to the activity
- 02.03.7 Provide safe and clean play areas with good informal surveillance
- 02.03.8 Allow flexibility within the playgrounds so they can be added to and evolve over time, rather than straight out replacement
- 02.03.9 Ensure the bike network connects to all play areas, with supplied bicycle racks
- 02.03.10 Provide a sensory play space, shade and an buffer to playgrounds through densely planting with trees
- 02.03.11 Continue the proactive process of community information, consultation and participation when implementing new design and construction projects, as per the Community Engagement Framework (2000)

ideas + exemplars.....



A.



B.



C.

- A. Integrate seating spaces with play areas
- B. Create a range of play areas for a range of ages
- C. Great examples of well designed play areas that integrate with the surrounding area

G02.04_new park trees

intent.....

Trees are an important park element for they provide shade, create spaces and edges and support the local fauna.

New trees should be used as an integral part of each park, not only for their role in the local environment but also for their important role in absorbing carbon, helping to reduce the effect of global warming.

guidelines.....

- 02.04.1 Plant indigenous trees where possible as they require less water consumption in an ever increasingly dry environment and they support indigenous bird and mammal life
- 02.04.2 Provide shade by planting tall outreaching trees
- 02.04.3 Consider planting new trees along park paths to create shade and a comfortable edge
- 02.04.4 Consider planting new trees around sports grounds and within garden parks to create shady seating spaces
- 02.04.5 Consider planting trees in tight copse to help create a leafy roof for shade and shelter and to create a feeling of enclosure in larger parks
- 02.04.6 Plant deciduous trees where solar access is needed and to keep botanical diversity

ideas + exemplars.....



A.



B.

- A. Ensure new trees meet the ground in a way that suits the surrounding environment
- B. Consider planting new trees on mass in order to creating a greater impact

intent.....

Trees are an important park element for they provide shade, create spaces and edges and support the local fauna. Existing mature trees should be built upon taking advantage of the large organic structure.

Large trees can often create a sense of place and therefore new park additions should centre around them.

guidelines.....

- 02.05.1 Take advantage of large mature trees by building seating spaces around them, consider the use of timber decking and grass mounds
- 02.05.2 Place new playgrounds or other park facilities adjacent to large existing trees to take advantage of the shade and shelter it provides
- 02.05.3 Ensure park paths pass by large mature trees as they can act as meeting or focus points
- 02.05.4 Protect native birdlife that inhabit large trees from predators such as cats through the use of guards where appropriate
- 02.05.5 Ensure sightlines are clear by keeping tree canopies above 2.4 metres where appropriate
- 02.05.6 Mark border tree plantings with under story shrubbery ensuring under story plantings do not grow higher than 0.7 metres
- 02.05.7 Maintain existing large trees ensuring they stay healthy long into the future and sufficiently protect them from damage if any construction occurs nearby

ideas + exemplars.....



A.



B.



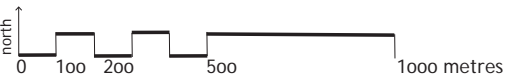
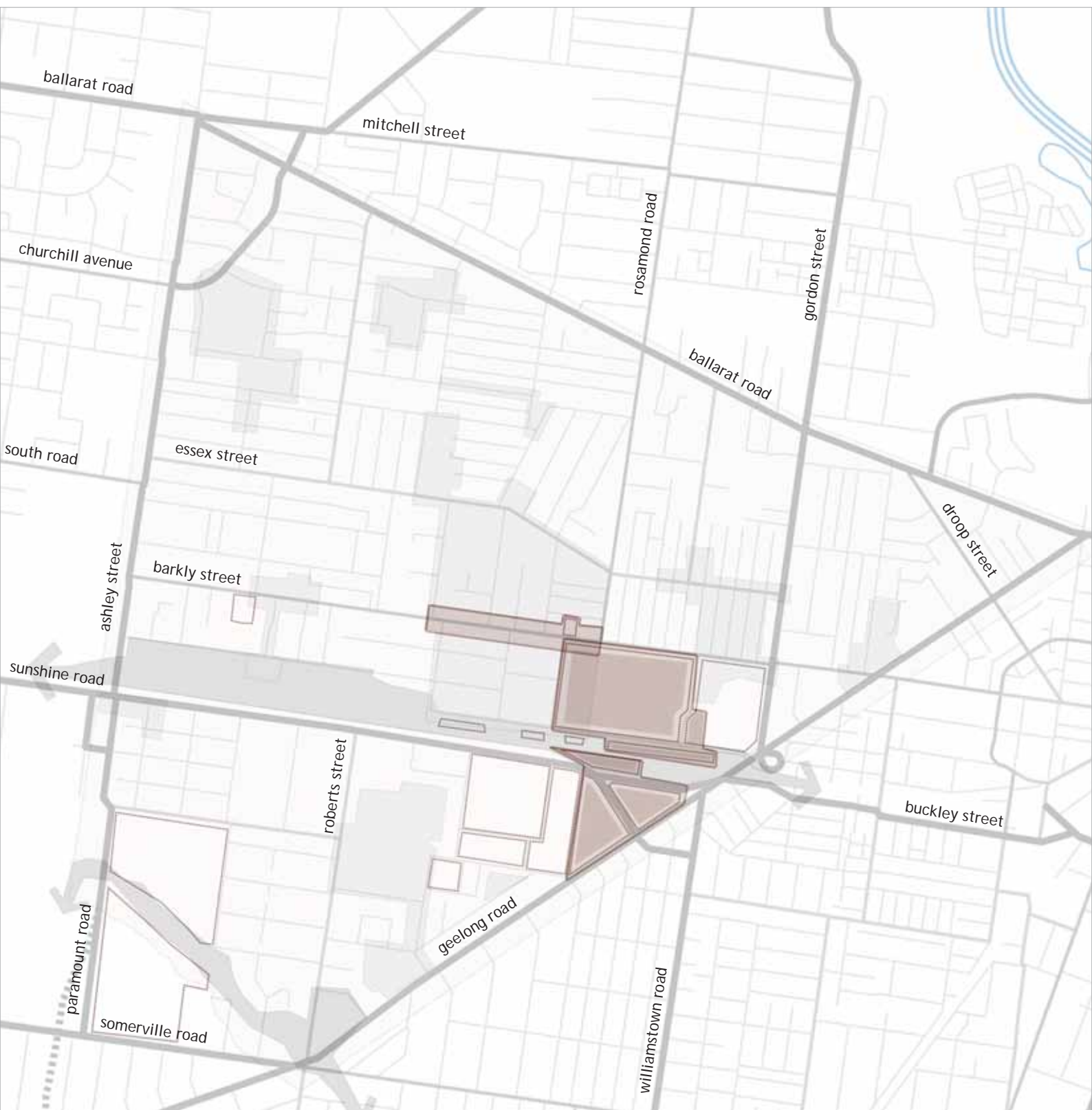
C.



- A. Build new infrastructure to capitalise on amenity provided by large existing trees
- B. Recognise and maintain existing heritage trees
- C. Consider appropriate ground treatments that protect the drip zone around existing trees

G03_development attitudes

The 'development attitudes' guides all major changes to both the built environment and recreational reserves. The guidelines are designed to manage the evolution of our neighbourhood and recognise that development, if managed correctly, can play a major role in achieving an 'active, sustainable and inclusive' neighbourhood. It gives guidance to development within the village core and to other development that is identified to occur across the neighbourhood.



intent.....

Melbourne will grow by one million people over the next 25 years, in order to responsibly accommodate this additional population, the Victorian State Government's Melbourne 2030 policy seeks to *'locate a substantial proportion of new housing in or close to activity centres and other strategic redevelopment sites that offer good access to services and transport'*.

As the area surrounding West Footscray Station is located within walking distance of Barkly Village, public open space and public transport nodes, it is identified in Council adopted policies such as Housing Strategy (2000) and the Maribyrnong Integrated Transport Strategy (2001) as an urban village that can entertain a larger number of dwellings. A higher number of dwellings close to both West Footscray Station and Barkly Village will add to the urban vibrancy by allowing residents to take advantage of the well serviced retail core and the close proximity to good public transport.

This guideline aims to provide guidance on how a future increase in population can be accommodated close to Barkly Village and West Footscray Station without adversely impacting on the existing sense of place.

There are a number of distinct areas that surround both Barkly Village and West Footscray Station, with different built characters, both existing and preferred. Any additional dwellings located within these distinct areas should respond to their built character, resulting in a range of housing responses. The identified areas, their built character and the preferred housing response are outlined in the following paragraphs.

- The general building and land stock within identified areas should be appraised on:
- > providing sufficient land size to accommodate additional dwellings
 - > providing sufficient land size to manage overshadowing on neighbouring blocks
 - > providing sufficient land size to manage additional traffic and parking issues
 - > the existing/preferred character permitting additional dwellings
 - > the ability to attract new development interest
 - > demonstrated net grain (triple bottom line) brought to the area by new development
 - > the close proximity of public transport and shops.

The Barkly Street shopping strip is currently spread out along the street with patches of detached residential buildings separating and diluting the retail core. While retail buildings vary, the majority of buildings are of one or two storeys and have no front or side setbacks. The preferred character along Barkly Street, is a consistent streetscape, of two-three storeys, with no front or side setbacks and of fine grain width. New development along Barkly Street should be encouraged in order to fill the existing retail gaps and to help rejuvenate the strip. Additional housing should be accommodated on the upper levels of new developments.

Directly surrounding Barkly Village are two established residential areas, the streets to the north consist mostly of one-storey early century detached houses, the streets to the south consist of a mix of two-three storey 60's and 70's apartments, and early and mid-century detached houses. Some additional housing may be able to be accommodated within these areas through a combination of dual-occupancies, subdivisions and two storey developments, providing these developments are respectful of the existing street character.

The area to the north of West Footscray Station is currently a mix of industrial, commercial and residential buildings. The land size is generally much larger than surrounding house blocks. The changing role of the industrial land use within this area provides an opportunity to provide a high number of additional dwellings, as is already being seen on the old South Pacific Tyres site. Due to the taller character of existing industrial buildings and the larger land sizes in this area, new residential developments should have a maximum height of four storeys.

The area to the south of West Footscray Station is currently larger industrial buildings, of which some are protected by a heritage overlay. This area sits on the eastern edge of an important employment corridor that runs along Sunshine Road. While this employment corridor should be protected and improved, this area should be explored for the possibility of additional dwellings. Any proposal of additional dwellings would need to mitigate the amenity issues presented by large arterials and industrial buildings.

In summary:

- > the majority of additional dwellings should be located in the area directly north of West Footscray Station (between Warleigh Road and Hocking Street, and between Barkly Street and Cross Street)
- > additional dwellings should be incorporated in new mixed-use developments along the Barkly Street shopping strip (between Argyle Street and Summerhill Road), and
- > explore the potential to additional dwellings in the area directly south of West Footscray Station (between Sunshine Road, Geelong Road and Grangers Road).

All relevant provisions of the Maribyrnong Planning Scheme must be met if a planning permit is required. The provisions cover such issues as respecting neighbourhood character, protecting amenity, managing traffic issues and creating more sustainable buildings.

guidelines.....

03.01.1 Ensure new buildings respect and add to the built and social character of the street and respond to the features of the immediate site, complying with the requirements of the Maribyrnong Planning Scheme

03.01.2 The preferred areas for additional dwellings are:

- > Barkly Street shopping strip (between Argyle Street and Summerhill Road),
- > the area directly north of West Footscray Station (between Warleigh Road and Hocking Street, and between Barkly Street and Cross Street), and
- > the area directly south of West Footscray Station (between Sunshine Road, Geelong Road and Grangers Road)

03.01.3 Development along Barkly Street (between Argyle Street and Gordon Street) should be two to three storeys and be at a scale that respects the adjacent residential character and the existing retail streetscape character including retail on ground floor (office or residential above), fine grain building width and no setbacks

03.01.4 Development in the identified area north of West Footscray Station should accommodate the majority of additional dwellings, new development should be at a scale that respects and integrates with the existing retail streetscape, with potential for buildings to be built up to four storeys, mixed use development should be located along Barkly Street



G03.01_higher density living (cont.)

guidelines (cont.).....

- 03.01.5 Explore development opportunities in the identified area south of West Footscray Station. New development should respond to land use, building height, building scale and heritage, and explore the potential for additional dwellings
- 03.01.6 Maintain the existing street character within the remaining areas of the West Footscray Neighbourhood, by ensuring new development is consistent with the built form, scale and character of surrounding development, in accordance with the requirements of the Maribyrnong Planning Scheme
- 03.01.7 Strengthen the retail streetscape by encouraging mixed use development within retail gaps along Barkly Street. New development should consist of retail/office on ground floor and residential development above, which reflects the preferred character
- 03.01.8 Encourage the design of innovative and sustainable new buildings that become local exemplars and promote the value of good development
- 03.01.9 Consider the waiving of the required car space rates in new developments which are close to reliable public transport, on a case by case basis
- 03.01.10 Encourage non-car based living through improving the public transport system, bike and pedestrian networks and providing car share options
- 03.01.11 Maximise street trees coverage throughout the Village core and ensure existing street trees are protected through any new construction works

ideas + exemplars.....



A.



B.



C.



D.



E.



- A. New two storey library building is a great example of what can be achieved along Barkly Street
- B. Current example of shop-top housing along Barkly Street
- C. Good local examples of sensitive yet architectural development in low change residential streets

- D. Existing townhouses near West Footscray Station
- E. Two to three storey buildings with high quality design and use of materials, no setbacks and good natural surveillance

intent.....

As the demand for land and hence their price rises in West Footscray, change of land use and building types is inevitable. New development is the visibly link of this process. The West Footscray community recognises the importance to properly manage new development, in order to maintain the right balance of local jobs and homes. New development should be of a high standard, achieving environmental, economic and social sustainable targets.

The employment corridor along Sunshine Road should be maintained and improved in order to cater for present and future job markets. The industrial area to the south of Paramount Road currently dominated by shipping containers should be improved to provide better employment outcomes.

Additional dwellings should be located in developments close to public transport and a diverse range of shops as outlined in 'G3.01 Higher Density Living' guideline. Other smaller infill development may occur across the neighbourhood.

The large development parcels include:

- > industrial development parcels
- > business development parcels
- > residential development parcels

In order to help keep new development in line with the community's vision for the area, potential development sites have been identified and guidelines have been set for them (as outlined below).

All development should comply with the appropriate planning overlay outlined in the Maribyrnong Planning Scheme.

guidelines.....

- 03.02.1 Encourage developers to provide a diverse range of dwelling types within proposed residential developments to cater for a diverse community
- 03.02.2 Help uphold and improve the employment corridor along Sunshine Road through the development of industrial buildings that cater for present and future job markets
- 03.02.3 Encourage high quality design that extends beyond guidelines and standards that provides visual interests and precedents within the neighbourhood
- 03.02.4 Provide a safe, unambiguous street network in new developments that connects with the existing street layout
- 03.02.5 Design new developments that are based upon strong environmentally sustainable principles and ensure these principles are carried through to implementation
- 03.02.6 Ensure developments clearly integrate with the surrounding neighbourhood, through street layout and character
- 03.02.7 Ensure developments contribute to the new and surrounding community through new quality open space and developer contributions for the provision of identified works, services and facilities before development can commence

ideas + exemplars.....



A.



B.



C.



D.

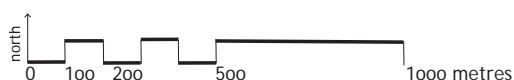
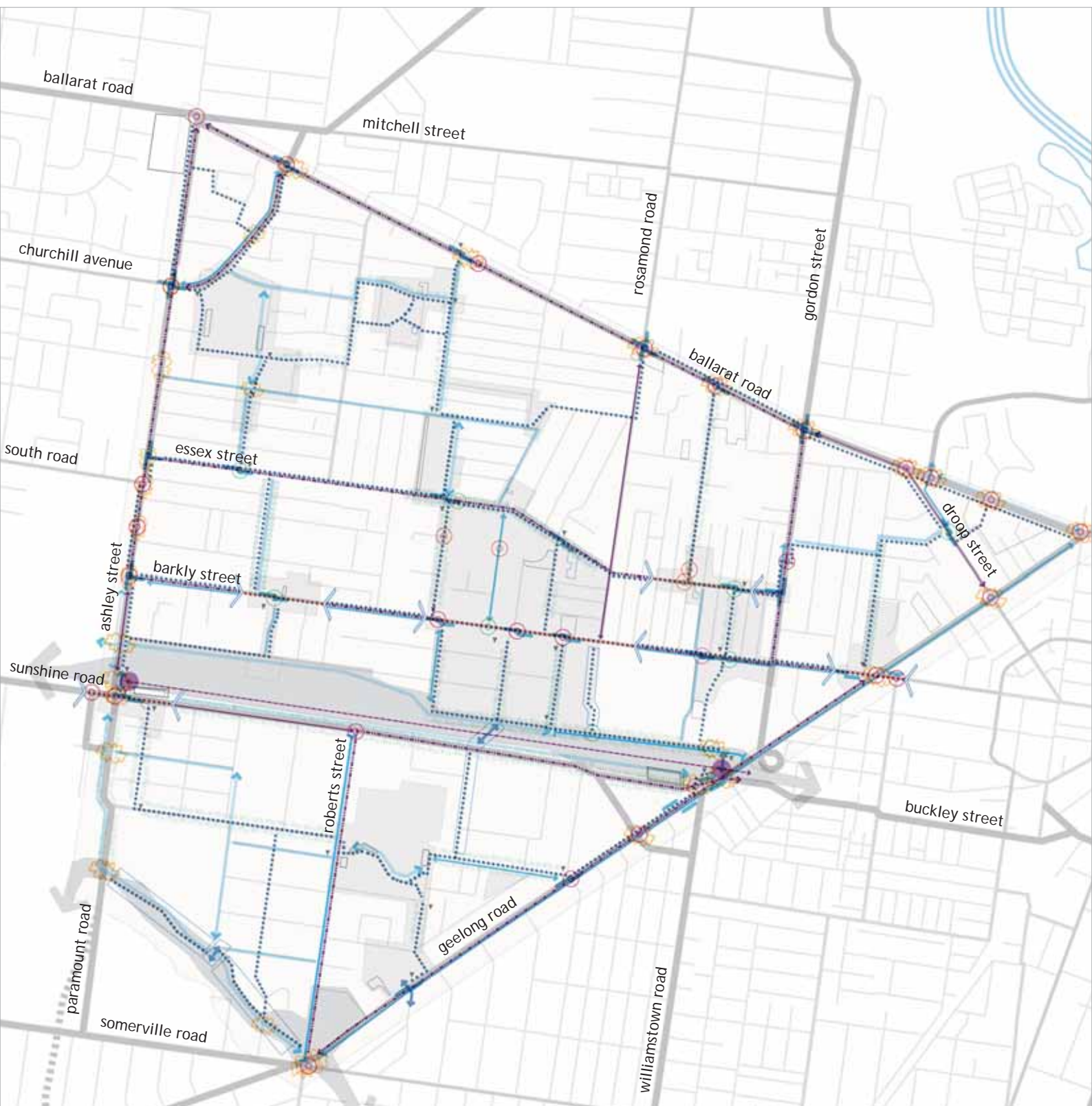


- A. High quality design that provides visual interests within the neighbourhood
- B. New developments that are based upon strong environmentally sustainable principles

- C. Ensure developments contribute to the new and surrounding community through new quality open space
- D. Provide a diverse range of dwelling types in order to cater for a diverse community

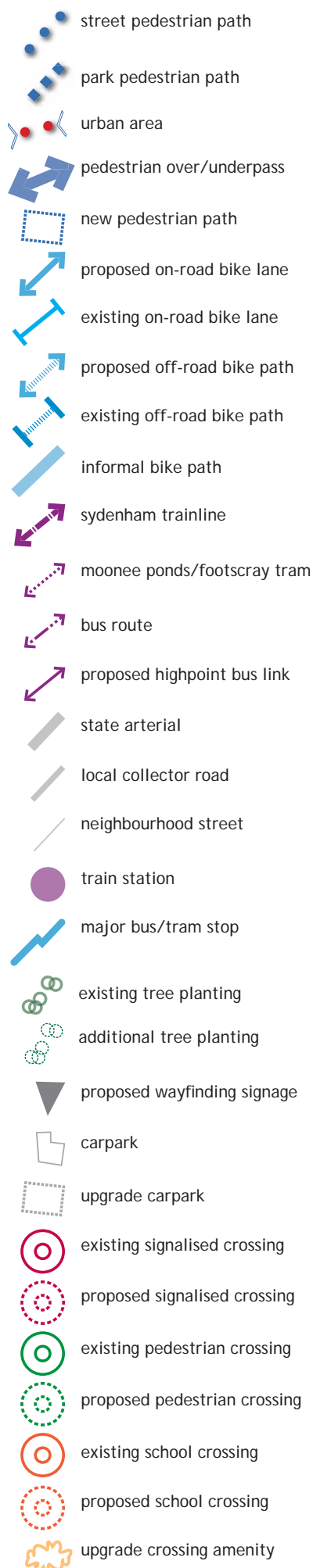
circulation systems

The 'circulation systems' guidelines describe aspirations, specifications and references for transport connections between attractions both within West Footscray and externally. The guidelines recognise the need to support sustainable transport alternatives to car based travel, by upgrading walking, cycling and public transport infrastructure and their surrounding amenity, in order to help achieve the community's vision for an 'active, sustainable and inclusive' neighbourhood, this can only be done across the whole system.



guidelines - circulation systems

legend

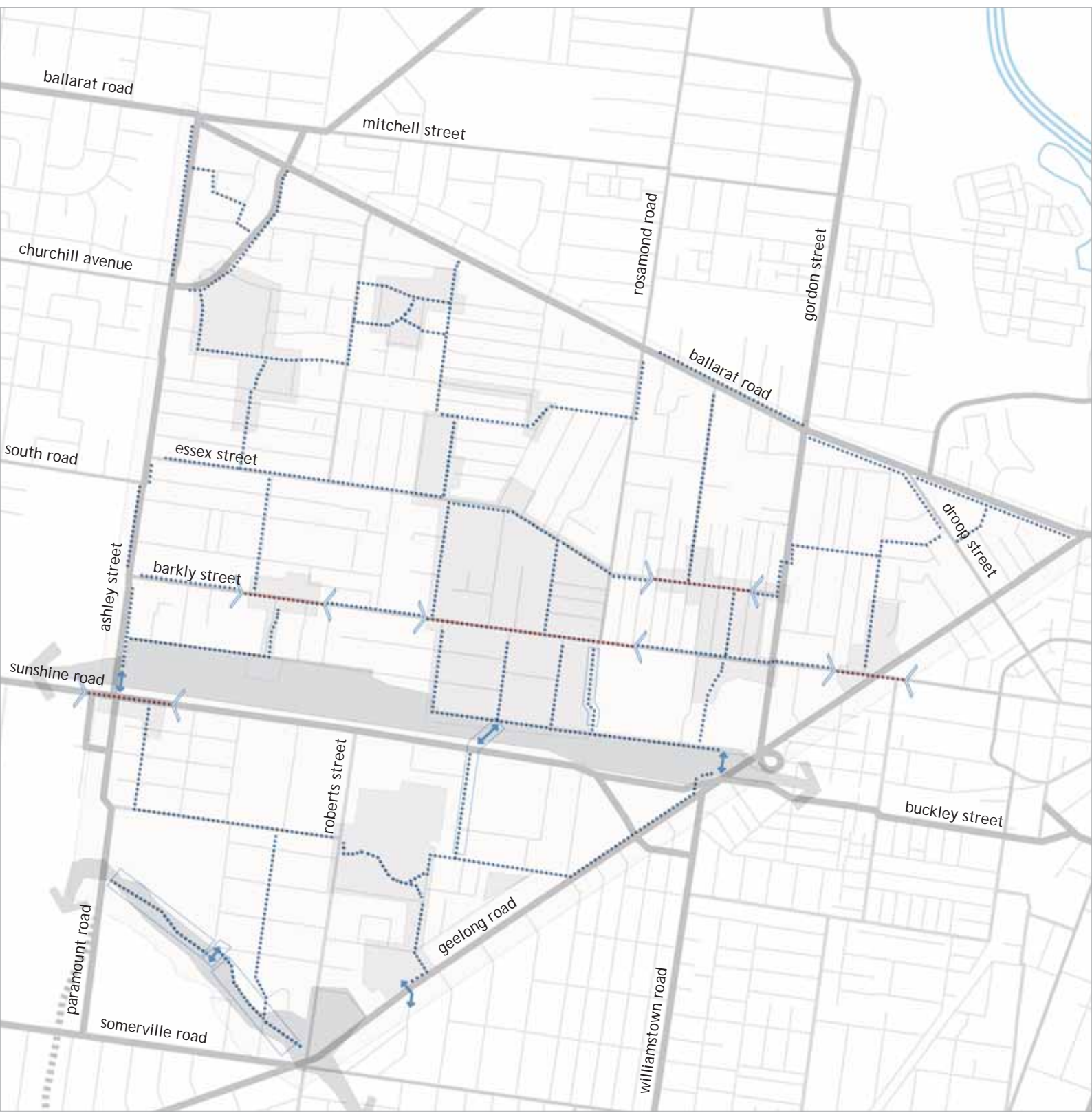


pg circulation systems

- 72 >G04 pedestrian network
- 73 >G04_01 pedestrian paths
- 74 >G04_02 pedestrian park paths
- 75 >G04_03 urban pedestrian area
- 77 >G04_04 pedestrian over/underpass
- 78 >G05 bike network
- 79 >G05_01 on-road bike lanes
- 80 >G05_02 off-road bike paths
- 81 >G05_03 informal bike paths
- 82 >G05_04 urban bike area
- 84 >G06 public transport network
- 85 >G06_01 trainline
- 86 >G06_02 tram routes
- 87 >G06_03 bus routes
- 88 >G06_04 urban bus area
- 90 >G07 road network
- 91 >G07_01 road routes
- 92 >G08 network amenity
- 93 >G08_01 train stations
- 95 >G08_02 major bus/tram stops
- 96 >G08_03 minor bus/tram stops
- 97 >G08_04 'wayfinding' signage
- 98 >G08_05 streetlights
- 99 >G08_06 street furniture
- 100 >G08_07 street trees
- 101 >G08_08 car parks
- 102 >G08_09 signalised crossings
- 103 >G08_10 pedestrian crossings
- 104 >G08_11 school crossings
- 105 >G08_12 crossing amenity

G04_pedestrian network

The 'pedestrian network' connects people to their place, by strengthening a strategic network of streets. The guidelines give guidance on how to ensure the identified streets are safe, comfortable and direct for the pedestrian. The network of streets focus on foot traffic from homes across West Footscray to the Village, the local neighbourhood foci and the major public transport locations that can connect the pedestrian to the wider city.



guidelines - pedestrian pathways

intent.....

With over forty percent of trips made within Melbourne being two kilometres or less long, walking should be one of the main forms of travel we do. In our busy lives, time is precious. We can save time by wrapping up our exercise into our daily routine by walking to the shops, the train or work.

By walking, instead of driving for these short trips we are also helping the environment through reducing greenhouse gas emissions and making our neighbourhood safer by being out on the street. The existing street network in West Footscray which is easily readable and holds together a friendly

urban neighbourhood lends itself to short trip walking. West Footscray also has a great range of local attractions to walk a short distance to, including Barkly Street with diverse shops and activities and the seven neighbourhood foci with their parks, community and commercial facilities.

guidelines.....

- 04.01.1 Identify a safe, well connected pedestrian network that connects local attractions located within or out of West Footscray, which can assist in the rollout of the Maribyrnong Road Management Plan, Street Furniture Strategy and the Street Tree Strategy
- 04.01.2 Ensure intersections along pedestrian paths are safe and DDA compliant, consider the use of tactile indicators, pram ramps, lined crossings, level pedestrian tables or signalised crossings
- 04.01.3 Ensure paths are a minimum width of 1.5 metres in order to allow room for people to walk past each other
- 04.01.4 Provide safe crossing points where pedestrian paths cross busy roads, consider providing short signalised crossing points
- 04.01.5 Provide good street lighting along paths, consider using pedestrian focussed lights in highly used areas
- 04.01.6 Direct pedestrians along pedestrian paths by providing clear wayfinding signs that identify local attractions and their walking time
- 04.01.7 Provide public seating at regular intervals along pedestrian paths to allow for resting points along journeys
- 04.01.8 Ensure pedestrian paths are shaded, sheltered, interesting and have good amenity, consider the use of consistent street tree planting, street lights, quality pavement and artwork
- 04.01.9 Provide safe pedestrian paths by encouraging pedestrians to use streets that have good natural surveillance, good street lighting and consistent foot and car traffic
- 04.01.10 Link pedestrian paths with bike or bus routes where possible to help with surveillance and to share the safe amenity
- 04.01.11 Provide a strong pedestrian link between West Footscray to Footscray by upgrading the infrastructure and amenity along Barkly Street

ideas + exemplars.....



A.



B.



C.



D.

A. A great example of a pedestrian path, with high quality finish of simple materials, good amenity provided by street trees, adjacent buildings and outdoor dining, and pedestrian focused lighting
B. A good example of well serviced public transport sitting on a pedestrian path, with wayfinding signs and tactile indicators

C. Ensure intersections along pedestrian paths are safe and DDA compliant, consider the use of tactile indicators, pram ramps, lined crossings, level pedestrian tables or signalised crossings
D. Provide seating along the pedestrian paths

G04.02_pedestrian park paths

intent.....

Park paths should add to the park experience through providing comfortable, safe and interesting corridors. Park paths can also be used to create spaces and edges for elements within the park.

Park paths can be clear and direct creating convenient links for everyday use or meandering and explorative providing a sense of play and fun.

guidelines.....

- 04.02.1 Ensure park paths are a minimum width of 1.5 metres in order to allow room for people to walk past each other
- 04.02.2 Where pedestrians and cyclists share the park path provide a minimum width of 2.5 metres in order to allow room for each to safely pass
- 04.02.3 Integrate the park path with the surrounding parkland, consider providing usable elements along the path that create edges, spaces, seating or fencing
- 04.02.4 Ensure safe journeys at night along highly used pedestrian park paths, consider using pedestrian focused lighting in parks where it is identified in the 'Open Space Strategy'
- 04.02.5 Ensure park paths adequately link the major park facilities while providing a direct desire line through the park, the edge of the pathway should appropriately address the adjacent use
- 04.02.6 Provide safe pedestrian park paths, ensuring sight lines are clear, by designing paths with direct desire lines and planting tall straight trees
- 04.02.7 Provide seating at regular intervals along park paths to allow for resting points along the journey
- 04.02.8 Provide trees along park paths, in order to shade and shelter the path
- 04.02.9 Link with bike routes where possible to help with surveillance and share safe amenity
- 04.02.10 Direct pedestrians along park paths by providing clear wayfinding signs that identify local attractions and their walking time
- 04.02.11 Consider the use of informal paths as a secondary network, in order to provide a more explorative experience

ideas + exemplars.....



A.



B.



C.

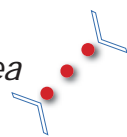


D.



- A. This seat/planter integrates the park path with the surrounding parkland by creating usable edges
- B. This park paths links the park facilities such as the playground, bbq and seating area, while the edge of the path is used to create additional spaces along the journey

- C. Seating can take many forms, including walls, steps, blocks, platforms, these elements can be created through developing the edge of a path
- D. Amenities such as bins, lights, cycle racks and seating should be located at appropriate locations



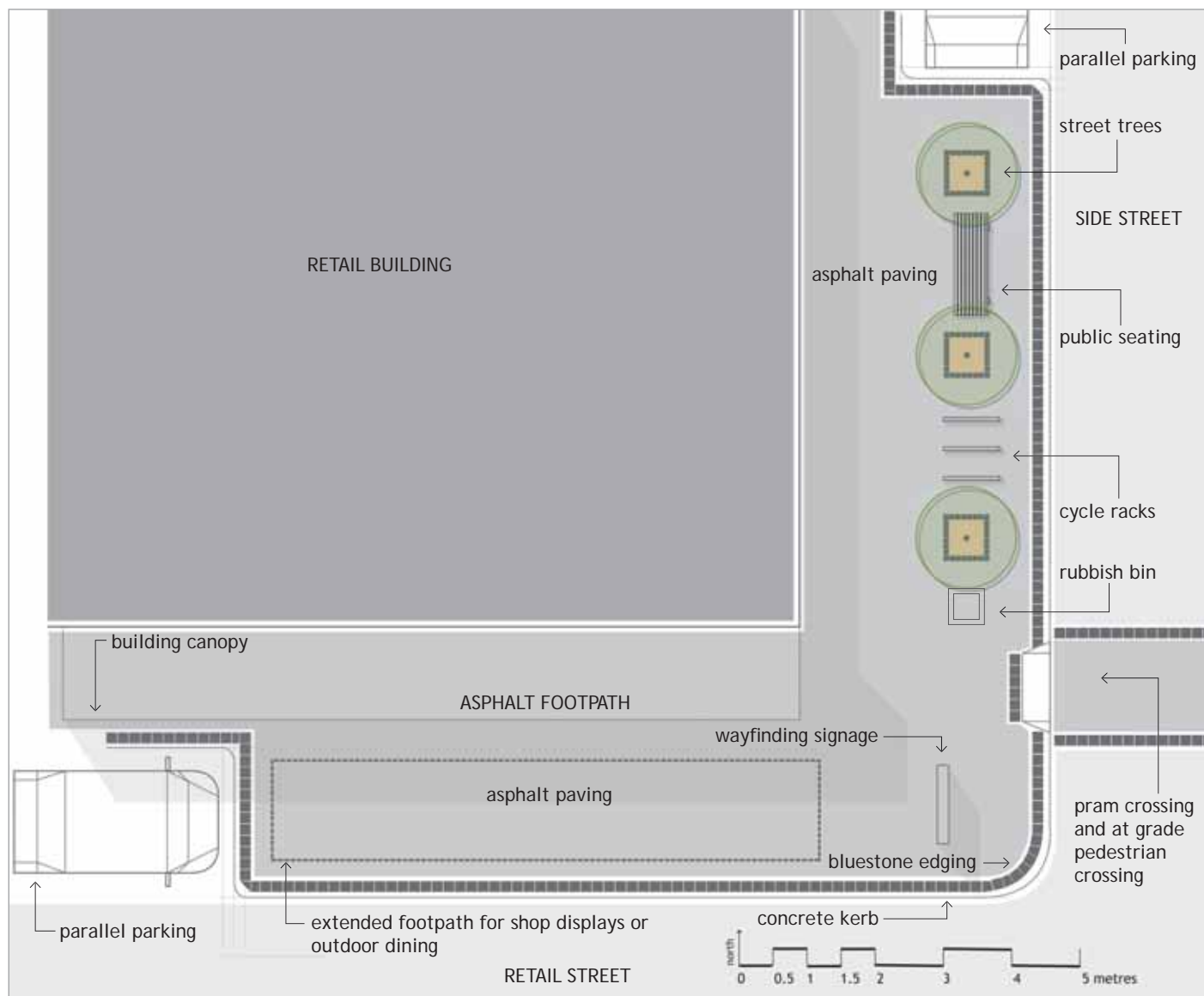
intent.....

Pedestrian activity around vibrant shops a clear and generous streetscape.
has a more chaotic character than a normal pedestrian path. People are not just walking straight in a certain direction, but swapping and changes desire lines, standing around and chatting, sitting on public seat or at cafe tables. This chaotic environment needs

guidelines.....

- 04.03.1 Provide a well designed pavement treatment that can be applied consistently across all urban pedestrian areas, consider using the treatments found on Barkly Street which consist of asphalt with bluestone edging, and kerb outstands at corners
- 04.03.2 Ensure intersections along urban pedestrian paths are safe and DDA compliant, consider the use of tactile indicators, pram ramps, lined crossings, level pedestrian tables or signalised crossings
- 04.03.3 Ensure urban paths are a minimum width of 1.8 metres to allow pedestrians, plus any further width to allow for shop displays or cafe tables
- 04.03.4 Ensure shop displays or cafe tables along urban paths are located on the street edge of the footpath
- 04.03.5 Provide safe crossing points along urban path to allow pedestrians to easily cross from one side of the street to the other, consider the use of pedestrian crossings, kerb outstands, traffic islands, or central median planters
- 04.03.6 Ensure urban paths are safe at night, by providing good lighting, reducing the use of roller shutters, encouraging day/night trading and shop-top housing
- 04.03.7 Provide shade and shelter along urban paths by encouraging existing and new retail buildings to provide canopies that extend the width of the footpath
- 04.03.8 Provide areas for conversations and rest, consider the use of seating at regular intervals, kerb outstands at corners and wide footpaths
- 04.03.9 Allow room for congregation, cafe tables or shop displays, by constructing kerb outstands at street corners
- 04.03.10 Consider concentrating street elements where there is the appropriate room, such as at street corners, such street elements could include street trees, seating, bins, wayfinding signs, cafe tables and bike racks
- 04.03.11 Direct pedestrians along urban paths by providing clear wayfinding signs that identify local attractions and their walking time
- 04.03.12 Define urban pedestrian areas by physically and perceptually marking the entrances, consider the use of tree plantings, kerb outstands, signage or street art
- 04.03.13 Ensure design of all new infrastructure such as kerb outstands address all relevant considerations, such as drainage
- 04.03.14 All street furniture that is installed within the urban pedestrian areas should be consistent with the 'commercial centre' furniture suit as outlined in the Street Furniture Strategy 2002

ideas + exemplars.....



A.



B.



C.



A. Possible schematic for the urban pedestrian area, with an asphalt footpath, bluestone paving along the edges, extended concrete kerbs at intersections, and street furniture and trees clustered at appropriate corners

B. The above schematic is based upon the design at the corner of Barkly and Clarke Streets
C. Other examples of urban pedestrian areas from around Melbourne, where extended kerb outstands have been used to cluster street furniture and encourage outdoor dining

intent.....

The West Footscray neighbourhood is bounded by major arterial roads and split within the middle by the trainline and another arterial. It is important that the pedestrian network crosses these barriers by safe and reliable means. Pedestrian over and underpasses have been used within the

neighbourhood as a solution to the barriers, the over and underpasses need to not just reliable but safe as well.

guidelines.....

- 04.03.1 Ensure over/underpasses are safe and DDA compliant, where existing passes are not safe and DDA compliant lobby the appropriate authority to construct a new pass or to retrofit the existing pass
- 04.03.2 Ensure sightlines are as clear as possible to encourage a feeling of safety and eliminate entrapment spots
- 04.03.3 Ensure over/underpasses add interest in the landscape, consider retrofitting existing passes with interesting cladding, lighting or colour
- 04.03.4 Ensure over/underpasses are well-lit at night, to provide safety and interest in the street

ideas + exemplars.....



A.



B.



C.

A,B+C. Good examples from Amsterdam of how bridges can be designed as architectural objects that create not only a crossing point but also a landmark for the area
D. A simple bridge that deliberately gives way to the surrounding environment



D.

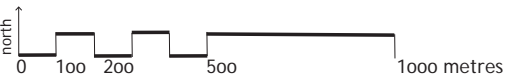


E.

E. Webb Bridge in the Docklands has become a cultural symbol for the area. The bridge caters for pedestrians and cyclists very cleverly

G05_bike network

The 'bike network' outlines a well connected web of bike paths, both within West Footscray and externally. The guidelines recognise the important role bikes play as a viable sustainable transport option for everyday commuting, as well as the recreational qualities of cycling for fun and exercise. The promotion of cycling within West Footscray helps create an 'active and sustainable' neighbourhood.



guidelines - bike network

intent.....

A bike network that is made up of continuous on-road bike lanes that link to greater destinations, is essential to truly promote commuter and recreational cycling.

On-road bike lanes not only provide a safe lane for cyclists, they also provide a visible and legible paths that connect into a larger visible network. When this is combined with good bike wayfinding signs cyclists can then make confident and safe journeys.

There are number of different ways that on-road bike lanes can be implemented on the ground, with bike lanes between the kerb and park cars, colour painted bike lanes or separated on-road bike lanes all good exemplars.

guidelines.....

- 05.01.1 Identify a safe, well connected bike network that connects attractors located within or out of West Footscray, which can assist in the roll out of the Maribyrnong Strategic Bicycle Plan 2004
- 05.01.2 Provide designated bike paths along the Principal Bike Network as identified by VicRoads
- 05.01.3 Provide exclusive bike lanes where possible, minimum width of 1.2 metres on a 60km/h zone, with bikes riding adjacent to kerb
- 05.01.4 Provide shared bicycle and parking lanes when necessary, minimum width of 2 metres for parking and 1.5 metres for cyclists
- 05.01.5 Where shared on-road bike lanes cannot fit because of road width, review role of kerb side carparking, remove one side of carparking if possible to provide exclusive bike lanes instead, this should be done through extensive consultation
- 05.01.6 Limit the use of clearway bike lanes where possible, favouring for exclusive bike lanes
- 05.01.7 Maintain existing on-road bike lanes within West Footscray along Roberts and Cross Street
- 05.01.8 Provide on-road bike lanes within West Footscray along:
 - > Geelong Road and Churchill Avenue
 - > Gordon Street (south of Shepherd Street)
 - > Droop Street (between Tiernan and Farnsworth streets)
 - > Robbs Road
 - > Barkly, Blandford, Russell, and Hocking streets
- 05.01.8 Clearly mark on-road bike lanes, especially through intersections, with regular bike symbol markings, to ensure the bike network is realised without leaving gaps
- 05.01.9 Ensure storage boxes are provided at each intersection across the bike network to allow cyclists to get in front of the traffic
- 05.01.10 Provide on-road bike lanes and clear wayfinding signs along the West Footscray/Highpoint bike link
- 05.01.11 Provide safe crossing points of busy roads across bike network, ensuring cyclists feel confident to cross the intersections
- 05.01.12 Provide good street lighting across bike network allowing cyclists to ride safely at night
- 05.01.13 Link with pedestrian paths where possible to help with surveillance and share safe amenity
- 05.01.14 Provide clear wayfinding signs to direct cyclists along best routes to local attractions, allowing riders to easily understand the bike network

ideas + exemplars.....



A.

A. On-road bike lane along Somerville Road



B.

B. Clearly mark bike lanes through intersections



C.

C. Clearly sign bike lanes to help both cyclists and drivers



D.

D. Good examples of bike separation from vehicular traffic





G05.02_off-road bike paths

intent.....

Off-road bike paths can enable quick efficient 'bike highways', allowing the cyclist to ride along without the hazards associated with on-road bike lanes. Off-road bike paths are often located in scenic, green parks, creek corridors or along railway or road reserves.

The scenic amenity and generous path width invites a diverse range of cyclists including the Sunday riders of a young family, the serious fluorescent racers or the office professionals riding into the City. This intensity of bike use needs to be encouraged through providing a clear bike network

that connects the neighbourhood and also greater city.

guidelines.....

- 05.02.1 Identify a safe, well connected off-road bike network that connects attraction located within or out of West Footscray along recreation corridors, which can assist in the rollout of the Maribyrnong Strategic Bicycle Plan 2004
- 05.02.2 Provide designated bike paths along the Principal Bike Network as identified by VicRoads
- 05.02.3 Ensure off-road bike paths are separated from the pedestrian path, consider using line markings, a separating distance, different materials or different levels
- 05.02.4 Provide off-road bike paths within West Footscray along:
 - > Sunshine Road
 - > Ashley Street (south of Barkly Street)
 - > Cross and Rupert streets
 - > Ashley Street (south of Barkly Street)
 - > Cala Street (south of Gwelo)
 - > Wattle Street + Glamis Road (along Hansen Reserve)
 - > Stony Creek (between paramount and Geelong roads)
 - > Ernie Shepherd Gardens (between Yardley and Suffolk streets)
 - > Dobson Reserve (between Yardley and Curtin streets)
 - > Johnson Reserve (between Suffolk and Essex streets)
- 05.02.5 Further explore the feasibility of providing an off-road bike path along Paramount Road and Dempster Street, as this is an important link from Stony Creek to Tottenham Station
- 05.02.6 Ensure bike paths have safe amenity and good surveillance, consider co-locating with pedestrian paths
- 05.02.7 Ensure bike paths are safe at night, consider the use of lighting or locating next to well lit streets
- 05.02.8 Provide sense of safety along off-road bike paths, by ensuring sight lines are clear and ensuring paths are in direct desire lines
- 05.02.9 Provide safe crossing points where bike paths cross busy roads ensuring cyclists feel confident to cross the intersection
- 05.02.10 Provide clear wayfinding signs to direct cyclists along best routes to local attractions, allowing riders to easily understand the bike network

ideas + exemplars.....



A.

A. Link off-road bike paths with other circulation systems such as pedestrian paths



B.

B. Ensure off-road bike paths are separated from the pedestrian path, these examples use different materials and grade separation



C.



C. Two way off-road bike paths along the side of busy streets

intent.....

Informal bike paths are streets that are calm enough not to warrant separate bike lanes. Bikes can safely ride down these streets negotiating with any traffic that may occur.

While this a quiet, safe street is preferable for riders, without marked bike lanes these streets can become illegible to cyclists who do not know the area. Informal bike routes should indicate to cyclists that they are safe streets that lead to a certain destination.

guidelines.....

- 05.03.1 Identify a safe, well connected off-road bike network that connects attraction located within or out of West Footscray along recreation corridors, which can assist in the roll out of the Maribyrnong Strategic Bicycle Plan 2004
- 05.03.2 Ensure informal bike paths are clear to cyclist by providing marked bike lanes for the first four metres at each entrance the streets as carparking can not exist this close to the corner
- 05.03.3 Provide informal bike paths within West Footscray along:
 - > Thomson, Curtin, Burns, Suffolk, Palmerston, Hartley, Everard, Gwelo, Waiora, Beaumont, White streets
 - > Richelieu Street (south of Burns Street)
 - > Church Street (south of Suffolk Street)
 - > Shepherd Street (west of Commercial Street)
- 05.03.4 Ensure bike paths have safe amenity and good surveillance, consider co-locating with pedestrian paths
- 05.03.5 Provide clear wayfinding signs to direct cyclists along best routes to local attractions, allowing riders to easily understand the bike network

ideas + exemplars.....



A.

A. Informal bike paths should be safe and quiet yet still legible to the travelling cyclist



G05.04_urban bike area

intent.....

> For travelling cyclists, busy retail strips can either be a welcomed destination as they grab a drink or a hazard as they dodge parking cars. This chaotic environment needs to cater for not only the stopping cyclist or the continuing

rider but also the surround car, bus and pedestrian traffic, in a safe and fair manner.

guidelines.....

- 05.04.1 Lobby VicRoads to reduce the traffic speed to 40km/h along Barkly Street (between Argyle Street and Summerhill Road) to allow not only cyclists, but also cars, buses and pedestrians, to safely traverse the highly contested streetscape
- 05.04.2 Strive to provide a designated bike lane where possible, recognising that the street section is highly contested for carparking, bus stops and pedestrian footpaths
- 05.04.3 Allow cyclists to park and enjoy the street, by providing adequate bicycle racks at the entrances to retail strips
- 05.04.4 Provide clear wayfinding signs to direct cyclists along best routes to other local attractions, allowing riders to easily understand the bike network

ideas + exemplars.....



A.

A. Provide adequate bicycle racks at the entrances to retail strips



B.



B. Strive to provide a designated bike lane where possible

G06_public transport network

The 'public transport network' highlights the importance of public transport when trying to foster a more 'sustainable' lifestyle and neighbourhood. The guidelines give guidance on how public transport infrastructure and amenity can be improved to reflect and respond to this growing importance and dependence of the public transport system.



guidelines - public transport network

intent.....

The metropolitan train network connects the local neighbourhood to the greater city, in a quick and efficient manner becoming a crucial link in people's daily lives, with great financial and environmental benefits.

Passenger services currently using the corridor include the Sydenham metropolitan line, V/Line and interstate services with services to Sydney and Adelaide. A future airport link has also been proposed along this route.

Rail freight facilities in this area are of regional and national significance, providing links between regional Victoria, the national freight network and the Dynon/Port of Melbourne precinct.

guidelines.....

- 06.01.1 Work with Dol, VicTrack and VicRoads to establish an agreed masterplan between West Footscray and Tottenham stations, that balances local community concern as outlined throughout the framework, with macro infrastructure upgrades as outlined in such documents as Linking Melbourne: Metropolitan Transport Plan (2004), Growing Victoria Together (2006) and Meeting Our Transport Challenges (May 2007)
- 06.01.2 Help make the train network more attractive to commuters, by lobbying Dol and Connex to upgrade perception, amenity and safety, at West Footscray and Tottenham stations
- 06.01.3 Ensure commuters can knowingly catch the train regularly, by lobbying Dol, Connex and Metlink to increase service frequency across all hours and provide adequate passenger information with real time visual displays, adequate signage, train route maps and timetables and maps of the local area
- 06.01.4 Support people's diverse daily schedules, through lobbying Dol and Connex to extend night time services with an increase of train officers
- 06.01.5 Ensure the agreed masterplan for the trainline recognises the need to improve rail infrastructure in the future while also providing land for local community assets such as bike paths, landscaping and new developments
- 06.01.6 Work with Dol, VicTrack and VicRoads to allow for a safe pedestrian and bicycle corridor to be developed, as outlined in an agreed masterplan which establishes suitable areas along the railway reserve for public use and improving its amenity
- 06.01.7 Reduce amenity impact on the local neighbourhood by lobbying Dol and VicTrack to block views and sound from the railway where possible, as outlined in an agreed masterplan, consider the use of dense tree plantings, earth mounds and medium density buildings
- 06.01.8 Ensure the future development of passenger and freight rail networks contribute to a more sustainable city, by lobbying Dol to implement actions outlined in Linking Melbourne: Metropolitan Transport Plan (2004), Growing Victoria Together (2006) and Meeting Our Transport Challenges (May 2007) through an agreed local masterplan
- 06.01.9 Improve service connectivity between West Footscray and Tottenham Station, by advocating for Dol to construct a third line as outlined in the 'Meeting Our Transport Challenges' document, and continuing to upgrade the freight lines with one standard gauge
- 06.01.10 Help connect pedestrians across the barrier caused by the trainline, by lobbying Dol and VicTrack for a new pedestrian link between West Footscray and Tottenham Stations to be considered as part of an agreed masterplan
- 06.01.11 Leverage any investment that may occur along the trainline, such as the Footscray Station upgrades, the proposed third line or a new airport link, to help achieve the agreed masterplan that benefits both the local and greater community

ideas + exemplars.....



A.



B.



A. Address the increase in patronage of our train network by increasing the frequency and efficiency across all hours

B. Possible vision for the trainline that runs through West Footscray

G06.02_tram routes

intent.....

The Melbourne tram network connects local neighbourhoods to surrounding local attractions, in a convenient and reliable manner. The number 82 tram is very unique in that it doesn't travel through the City, leaving this to the faster train network, instead it links West Footscray to local

activity centres. The tram travels between Footscray and Moonee Ponds, and connects West Footscray to Footscray, Highpoint, Maribyrnong Aquatic Centre and Maribyrnong Secondary College.

The only tram service that travels through West Footscray is the Footscray/Highpoint tram route 82

guidelines.....

- 06.02.1 Ensure trams are more accessible and attractive, by lobbying Dol and Yarra Trams to upgrade the route 82 trams to a low floor tram and matching this with construction of platform stops
- 06.02.2 Allow trams to become a good alternative to short distance car travel, by lobbying Dol and Yarra Trams to increase the frequency of tram services across all hours ensuring that commuters
- 06.02.3 Work with Dol and Yarra Trams to promote the 82 tram as a Highpoint/Footscray link, through advertising, brochures and good service
- 06.02.4 Make services more efficient and reliable working with Dol, Yarra Trams and VicRoads, consider creating tram exclusive lanes where possible

ideas + exemplars.....



A.

A. Consider creating tram exclusive lanes in order to make services more efficient and reliable and an attractive alternative to car travel



B.

B. Support sustainable transport options by constructing superstops at highly used locations

intent.....

The bus network and service in West Footscray is relatively very good, especially the east/west connections to Sunshine and Footscray. However, the one very apparent gap in the network is the north/south connection to Highpoint. Unlike trams or trains bus do not highly visible routes, this

needs to be addressed to help promote sustainable transport.

The bus services that travel through West Footscray include:
 > Deer Park West/City 216
 > Sunshine/City 219

> Sunshine/Gardenvale 220
 > St Albans/Highpoint 408
 > Yarraville/West Footscray 409
 > Sunshine/Footscray 410
 > Laverton/Footscray 411
 > Altona Meadows/Footscray 412
 > Laverton South/Footscray 414

guidelines.....

- 06.03.1 Lobby Dol and the relevant bus companies to link West Footscray to Highpoint, consider extending the 409 bus route to travel northwards through West Footscray to Highpoint
- 06.03.2 Ensure the bus network is more visible and understandable through working with Dol and the relevant bus companies to upgrade signage at bus stops, with timetables, route maps and visible markers at each stop
- 06.03.3 Allow commuters to easily understand where the bus is going, consider showing the names of major destinations at the bus stops
- 06.03.4 Ensure buses are more accessible and attractive, by lobbying Dol and the relevant bus companies for low floor buses and matching this with construction of platform stops
- 06.03.5 Allow the bus to become a better alternative to short distance car travel, through lobbying Dol and the relevant bus companies to increase the frequency of bus services across all hours
- 06.03.6 Provide an efficient and direct bus network that connects key metropolitan centres, by lobbying Dol to implement the network of Smart bus routes, particularly the Blue Orbital Bus that will connect Footscray to other key metropolitan centres including Williamstown, Moonee Ponds, Clifton Hill and St Kilda

ideas + exemplars.....



A.



B.

- A. Appropriate bus route information that should be displayed at all bus stops within West Footscray
- B. Smart Bus superstop on Springvale Road



C.

- C. Map of bus route that should be displayed at bus stops

G06.04_urban bus area

intent.....

Bus routes that travel through busy retail strips need to negotiate with parking cars and crossing pedestrians. However, the bus stops in these areas are highly used, as it is these retail strips that are many passengers chosen destination.

The bus services that travel through designated urban areas in West Footscray include:

- > Deer Park West/City bus route 216
- > Sunshine/City bus route 219
- > Sunshine/Gardenvale bus route 220
- > Sunshine/Footscray bus route 410

guidelines.....

- 06.04.1 Ensure the bus network is more visible and understandable, work with DoI and the bus companies to upgrade signage at bus stops, with timetables, route maps and visible signage at each stop
- 06.04.2 Allow commuters to easily understand where the bus is going, consider showing the names of major destinations at the bus stops
- 06.04.3 Ensure bus stops are accessible for both commuters and buses, by providing generous footpath width for waiting commuters and generous bus stop length for parking buses.
- 06.04.4 Allow waiting commuters and bus drivers can see each other, consider providing kerb outstands near each major bus stop
- 06.04.5 Lobby VicRoads to reduce the traffic speed to 40km/h along Barkly Street (between Argyle Street and Summerhill Road) to allow cyclists, cars, buses and pedestrians, to safely traverse the highly contested streetscape

ideas + exemplars.....



A.

A. Minimise safety concerns by ensuring bus stop amenity and their crossing points are adequate



B.

B. Provide adequate infrastructure and amenity at highly used bus stops in urban areas

G07_road network

The 'road network' recognises that car based travel is currently the most popular way of travel both within West Footscray and externally. However it also recognises that in order to achieve an 'active, sustainable and inclusive' neighbourhood, the dependence on the car, especially for short trips needs to be reduced by upgrading infrastructure and amenity for walking, cycling and public transport.



guidelines - pedestrian pathways

intent.....

With a number of arterial roads bordering West Footscray the road network currently works well in distributing cars from the neighbourhood to their chosen destination. The arterial network links West Footscray to the City via the West Gate Freeway and Footscray and Dynon roads. Within the neighbourhood a network of collector roads accumulate the local traffic and take them to the major arterials, while a comprehensive north/south local road network allow cars to disperse throughout the neighbourhood.

The community vision as outlined in this document calls for an 'active, sustainable and inclusive residential neighbourhood' in order to achieve this vision upgrades to walking, cycling and public transport infrastructure and amenity are the focus of the framework.

The arterial road network in West Footscray includes:

- > Geelong Road
- > Ballarat Road
- > Sunshine Road
- > Paramount Road
- > Somerville Road
- > Williamstown Road
- > Churchill Avenue
- > Farnsworth Avenue
- > Gordon Street
- > Buckley Street
- > Geelong Street

guidelines.....

- 07.01.1 Reduce car use for short trips particularly trips within the greater neighbourhood, through supporting sustainable transport options such as cycling, walking and public transport
- 07.01.2 Allow the commuter an opportunity for greater option for travel, by matching design and funding allocation for sustainable transport to that of car based travel
- 07.01.3 Maintain and upgrade local roads through the rollout of the Maribyrnong Road Management Plan
- 07.01.4 Advocate the important role of arterials that link into the greater network to carry the majority of heavy car and particularly truck traffic, such as Geelong and Ballarat roads
- 07.01.5 Consider reviewing the role of arterials that are duplicated by larger roads in the greater network in order to see if these roads can be reduced to local collectors, such roads could be Sunshine/Buckley, Churchill and Gordon streets
- 07.01.6 Support sustainable car travel initiatives such as car-share programs, local car pooling groups and car rentals
- 07.01.7 Explores options to reinstate the 'Avenue of Honour' plaques that rest along Geelong Road and plant as outlined in the Greening Footscray Strategy 2007
- 07.01.8 Explore organised neighbourhood based ways to offset carbon emitted through high car use and home energy use, consider participants paying for either trees to be planted as carbon sinks, local sustainable energy options such as wind or solar, or sustainable transport options such as car share or more bike routes
- 07.01.9 Lobby VicRoads to reduce the traffic speed to 40km/h along Barkly Street (between Argyle Street and Summerhill Road) to allow cyclists, cars, buses and pedestrians, to safely traverse the highly contested streetscape

ideas + exemplars.....



A.

A. Support sustainable car travel initiatives such as car-share programs



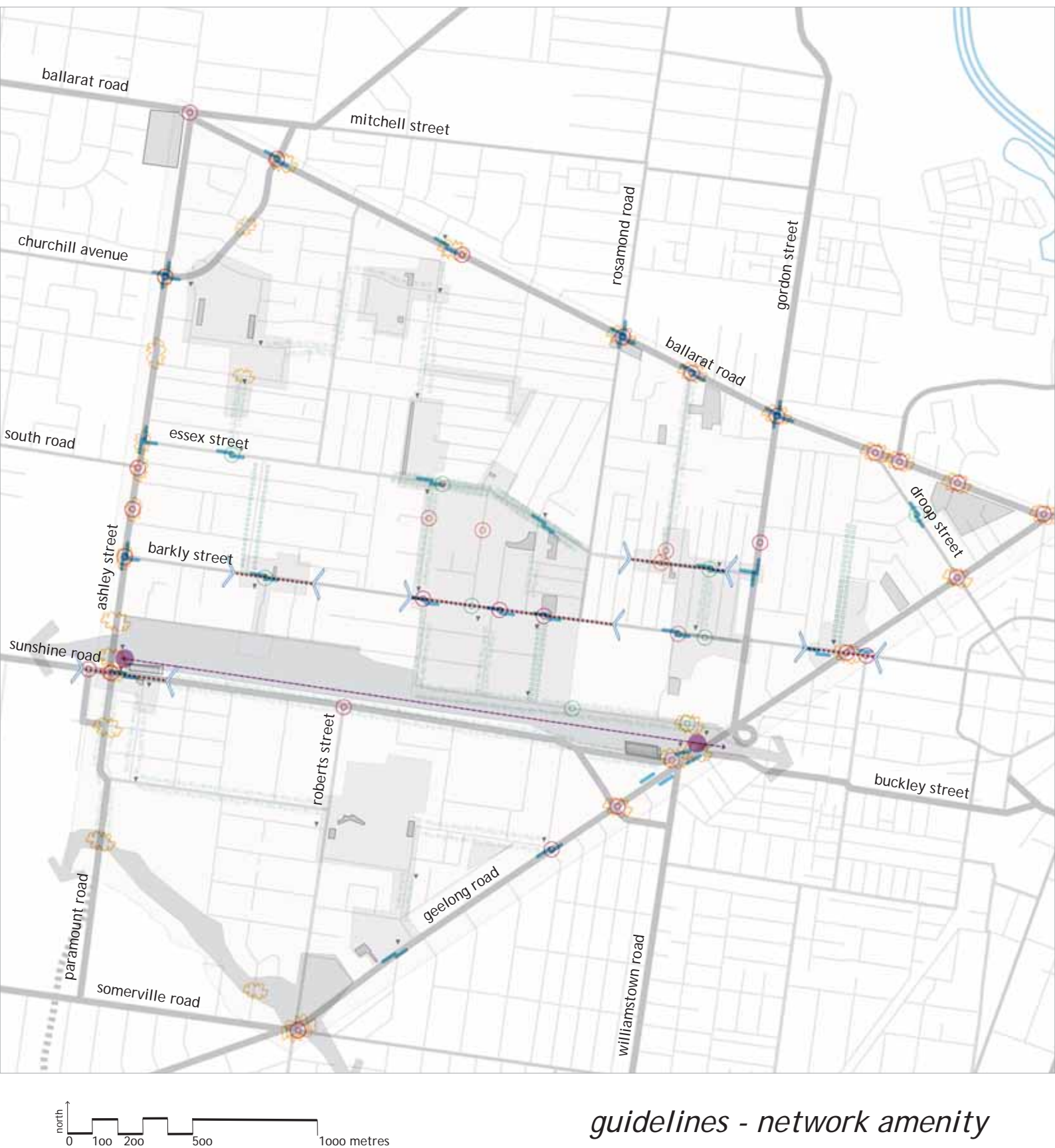
B.

B. Advocate the important role of arterials that link into the greater network



G08_network amenity

The 'network amenity' outlines where place based improvements need to occur across the transport network. These improvements add to the attractiveness of the network, by upgrading the surrounding environment and by minimising risk at nodes and crossing points along each network. An 'active and sustainable' neighbourhood can be achieved in West Footscray by improving the amenity of the sustainable transport networks.



intent.....

While the train network is an extremely efficient way of travelling around Melbourne, one of the main deterrents for West Footscray commuters is the state of the two stations Footscray and Tottenham. The worn out infrastructure and appearance of both stations create an unsafe perception for members of the community, particularly at night. Access issues to each station also present safety concerns, as they sit between large arterial roads and deal with the crossing of the trainline in an uninviting and non-accessible way. The stations sit in isolation to people friendly activity because

of the location next to the trainline and arterials, this minimum surveillance again adds to the perception of safety. While both stations have these safety issues, they can all be addressed through infrastructure and amenity upgrades.

Patronage at both stations are still relatively high. The hazards for pedestrian access to West Footscray station are many, yet sixty percent of commuters walk to the station. This indicates that the community is enthusiastic about using the public transport system, be it because of ideology

or necessity and the community deserves station and surrounds improvement for their perseverance. Each improvement at the stations should aim to improve the perception of safety as well and with that commuter numbers.

The two train stations within West Footscray are:

- > West Footscray
- > Tottenham

guidelines.....

- 08.01.1 Work with Dol, VicTrack and VicRoads to establish an agreed concept plan for both West Footscray and Tottenham stations, that balances local community concern as outlined throughout the framework, with infrastructure and service upgrades as outlined in such documents as Draft Public Transport Guidelines for Land Use Development (2007), draft Hobsons Bay/Maribyrnong/Moonie Valley Bus Service Review (2007), Linking Melbourne: Metropolitan Transport Plan (2004), Growing Victoria Together (2006) and Meeting Our Transport Challenges (May 2007)
- 08.01.2 Ensure commuters are adequately informed at West Footscray and Tottenham Stations, by lobbying Dol, Connex, Metlink to provide real time visual displays, adequate signage, train route maps and timetables and maps of the local area
- 08.01.3 Support sustainable travel, by providing safe pedestrian paths to each station from all residential areas
- 08.01.4 Lobby Dol to create safe entrances to train stations, consider constructing an open, well-lit plaza on both sides of the trainline, where people can wait, sit or meet in safety, close to activity and surveillance
- 08.01.5 Support other forms of sustainable transport by lobbying Dol to incorporate bus interchanges at the station to utilise amenity and lighting
- 08.01.6 Support sustainable travel, by encouraging commuters to get a lift, walk, cycle or catch a bus to the station, lobby Dol to limit the amount of car spaces or park'and'rides provided at each station
- 08.01.7 Enable commuters to be safely picked up from the station, by working with Dol to provide kiss'and'rides at the front of each station
- 08.01.8 Support other forms of sustainable transport, by working with Dol and VicRoads to provide bike routes to the train station with adequate bike lockers
- 08.01.9 Lobby Dol and VicTrack to provide safe, accessible and attractive pedestrian access point to each station, lobby for a new landmark pedestrian bridge at West Footscray Station
- 08.01.10 Encourage pedestrian use to and through Tottenham Station, by lobbying Dol, VicTrack and VicRoads to review and upgrade the underpass, particularly focusing on lighting, footpath width and condition, visibility, and access
- 08.01.11 Help the community foster a sense of ownership and pride to for both stations, by lobbying Dol to upgrade or 'revamp' the station appearance and safety, developing a unique character for each station, which can be added upon over time
- 08.01.12 Work with Dol, Connex, VicTrack and private industry to increase surveillance and develop a friendly face to the stations, by encouraging small retail activity to develop at the stations, such as coffee carts, dry cleaning stores or newsagents
- 08.01.13 Increase the perception of safety and create active frontages around the entrances to the stations, by lobbying Dol to develop the underutilised land along the railway reserve
- 08.01.14 Lobby Dol and VicTrack to remove any underutilised buildings that act as visual hazards for pedestrians, at West Footscray Station
- 08.01.15 Enable commuters to safely arrive at their destination, by working with Dol and VicRoads to provide safe pedestrian crossings at the arterials surrounding each station
- 08.01.16 Allow people to feel safe at night, by lobbying Dol and VicTrack to upgrade lighting on platforms, access paths and general area around the station
- 08.01.17 Allow commuters to seat where they choose increasing their feeling of being in control and perceptions of safety, by lobbying Dol and VicTrack to provide adequate seating on each platform in numerous locations



ideas + exemplars.....



A.



B.

A. Create safe entrances to train stations
B. Allow people to feel safe at night by upgrading lighting on platforms, access paths and general area around the station



C.



D.

C. Increase surveillance and develop a friendly face to the stations
D. Ensure commuters are adequately informed through appropriate wayfinding signage

intent.....

Major stops recognise the important role buses and trams play in the West Footscray neighbourhood and advocate for these special stops to reflect this importance. Major stops are envisioned to become public transport destinations, with great amenity, facilities and service for commuters.

The major bus and tram stops locations were chosen because either it was where a commuter can catch more than one bus to three or four different locations, or it was where multiple pedestrian and bike paths converge.

guidelines.....

- 08.02.1 Work with DoI, VicTrack and VicRoads to establish an agreed design for Major Bus Stops, that balances local community concern as outlined throughout the framework, with infrastructure and service upgrades as outlined in such documents as Draft Public Transport Guidelines for Land Use Development (2006), draft Hobsons Bay/Maribyrnong/Moonee Valley Bus Service Review (2007), Linking Melbourne: Metropolitan Transport Plan (2004), Growing Victoria Together (2006) and Meeting Our Transport Challenges (May 2007)
- 08.02.2 Make major bus stops a recognisable destination, by working with DoI, Yarra Trams and the relevant bus companies to construct platform stops enabling low floor buses and trams to operate within the neighbourhood
- 08.02.3 Ensure the bus network is more visible and understandable, by lobbying DoI and Metlink to upgrade signage at bus stops, with real time visual displays, timetables, route maps and visible signage at each stop
- 08.02.4 Upgrade pedestrian amenity at each major stop through tree planting, generous seating, wide footpaths, good lighting and shelters
- 08.02.5 Ensure waiting commuters are comfortable, lobbying DoI to provide bus shelters at all Major Bus Stops with the Adshel Metro shelter being provided across the suburb and the Adshel Evo shelter being provided at commercial centres
- 08.02.6 Allow waiting commuters and bus drivers can see each other, consider providing kerb outstands near each major bus stop
- 08.02.7 Ensure trams are more accessible and attractive, by lobbying DoI to construct platform stops to allow waiting commuters to walk straight onto the tram in safety
- 08.02.8 Ensure bus stops are more accessible for both commuters and buses, by providing generous footpath width for waiting commuters and generous bus stop length for parking buses
- 08.02.9 Allow commuters and pedestrians to cross the road safely before and after they use the service, by providing pedestrian crossings at major stops
- 08.02.10 Provide wayfinding signage to local attractions, such as shops, parks, community and educational facilities

ideas + exemplars.....



A.



B.



C.



D.



E.



F.



G.

A. Smart Bus superstop on Springvale Road is a good exemplar for a major bus stop

B. Existing bus stops along Geelong Road have indented bus parking bays and well placed bus shelters

C. Tram superstop on Victoria Street, East Melbourne, is a good exemplar for a major tram stop

D. Provide good amenity, service and infrastructure, such as signage, real time visual displays, pedestrian crossings and shelters

G08.03_minor bus/tram stops

intent.....

The minor bus and tram stops are all other stops not outlined as being major stops. These stops still should have adequate amenity, signage and infrastructure, allowing commuters to use the services in a safe manner.

guidelines.....

08.03.1 Help commuters to easily understand when and where the services are going, by lobbying DoI to upgrade signage at all bus and tram stops, with timetables, route maps and highly visible signage

08.03.2 Allow commuters to feel comfortable and safe, by providing adequate seating and lighting at each stop

08.03.3 Where a shelter is deemed appropriate at a minor bus stop the Adshel Metro shelter should be installed in the suburban setting and the Adshel Evo should be installed in the commercial setting

ideas + exemplars.....



A.

A. Provide a shelters where possible



B.

B. Example of minor tram stop on Victoria Street, Richmond

intent.....

Wayfinding signage helps pedestrians find their chosen destinations, as walking becomes much more attractive when the pedestrian knows where they are going and how long, or short, it will take to get there. West Footscray is blessed with a great deal of shops, parks, community and

educational facilities as well as many public transport nodes, when these destinations are correlated with a comprehensive signage a mapping system, pedestrians can start to make deliberate choices on their journeys.

guidelines.....

08.04.1 Identify strategic locations for signage and ensure signage is consistent with the Wayfinding Strategy and the Parks and Gardens Signage Manual

08.04.1 Direct pedestrians along designated pedestrian paths, by providing clear wayfinding signage and maps

08.04.2 Use wayfinding signage and maps to direct pedestrians to major local attractions, such as shops, parks, community and educational facilities and major public transport nodes

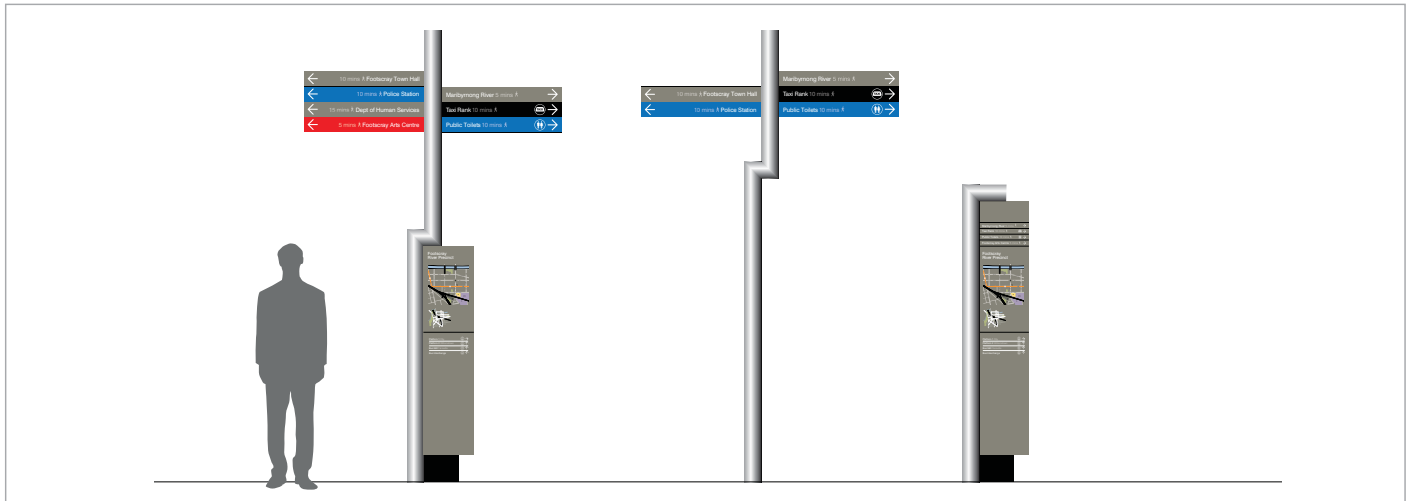
08.04.3 Ensure wayfinding signage can be easily read, by a diverse community, at day and night and from a reasonable distance

08.04.4 Ensure wayfinding signage and maps are systematically updated in order to ensure that the information is current and the condition is adequate

08.04.5 Locate wayfinding signage at major transport nodes where pedestrian journeys may begin, directing them to local attractions

08.04.6 Locate wayfinding signage at prominent intersections, where these signs are going to make the most assistance to travelling pedestrians

ideas + exemplars.....



A.



B.



C.



D.



E.



F.

A. Standard wayfinding signage suite for Maribyrnong

B+C. Standard parks and gardens signage suite for Maribyrnong

D+E. Standard metlink signage for Train Stations

F. Standard bus map

G08.05_street lights

intent.....

Streetlights are important for the safety of traffic along the street, including cars, bikes and pedestrians. Streetlights greatly improve the perception and reality of safety.

guidelines.....

08.05.1 Improve night vision for all users of the street, by upgrading streetlights when needed

08.05.2 Reduce the amount of carbon emissions and still maintain a safe light level, by replacing existing lights with an approved low energy streetlight

08.05.3 Enhance the night visibility along highly used pedestrian paths, consider using pedestrian focussed street lighting at selected locations

08.05.4 Provide a safe street environment, by using white light along pedestrian paths, which is the best light for the eye to see without distortions

08.05.5 Preserve light longevity, by ensuring lighting can be easily and regularly maintained

08.05.6 Present a constant street feature and make maintenance more efficient, by using a consistent light fitting and pole across the neighbourhood

ideas + exemplars.....



A.

A. Existing street lamps along Barkly Street with banners



B.

B. Existing street lamps attached to power poles



C.

C. Example of lighting for both vehicles and pedestrians



D.

D. Example of possible park lighting

intent.....

Street furniture adds to the amenity and functionality of a place, it is the base that enables the community to connect. Street furniture is subject to the Street Furniture Strategy, which outlines a standard furniture suite, which is to be used across West Footscray.

guidelines.....

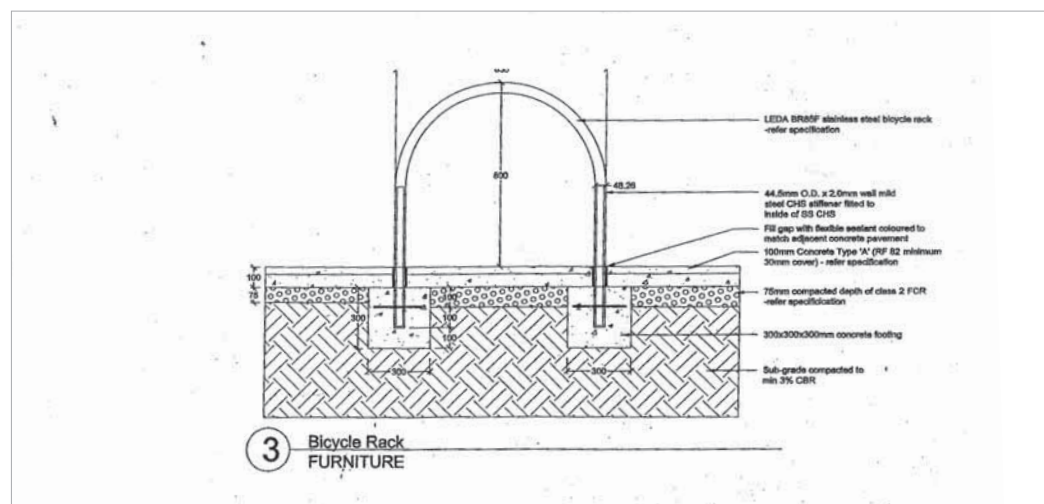
08.06.1 Ensure all new and existing furniture is consistent with the Street Furniture Strategy 2002 MCC

08.06.2 Ensure appropriate street furniture is provided throughout the village and within each community foci

08.06.3 Ensure appropriate street furniture, such as seating, is provided along all pedestrian paths, at regular intervals

08.06.4 Ensure appropriate street furniture, such as seating, bins and cycle racks, are provided at selected destinations

ideas + exemplars.....



A.



B.



C.



D.

A. Extract from the City of Maribyrnong Street Furniture Strategy

B. Example of standard bicycle racks

C. Example of standard bin

D. Example of standard seat

G08.07_street trees

intent.....

Street trees add to the street amenity and encourage a connection to place. Street trees have major environmental benefits, particularly when indigenous trees are used, providing homes for native birdlife and fauna, as well as acting as the lungs for the neighbourhood. Trees can also 'create'

a street, through three-dimensional form, providing shade, shelter and intimacy. The street trees within West Footscray are subject to the City of Maribyrnong Street Tree Strategy.

guidelines.....

- 08.07.1 Ensure all new street trees are consistent with the City of Maribyrnong Street Tree Strategy and palette
- 08.07.2 Plant Geelong Road as outlined in the Greening Footscray Strategy 2007
- 08.07.3 Ensure pedestrian paths are shaded, sheltered, interesting and have good amenity, through the planting of consistent street trees
- 08.07.4 Mark entrances to the Village and neighbourhood foci with median or outstand plantings where possible
- 08.07.5 Reduce water consumption and to support local bird and animal life, by planting indigenous street trees where possible
- 08.07.6 Maximise winter solar access to adjacent properties, by planting deciduous street trees, where deemed necessary
- 08.07.7 Species selection of new street trees should consider overhead and underground infrastructure
- 08.07.8 Maintain clear sight lines, and to provide shade and shelter for walking pedestrians, by planting tall, spreading trees along pedestrian paths
- 08.07.9 Create a consistent effect along the street, by providing a consistent tree species along each street
- 08.07.10 Maximise street tree coverage throughout the Village core and ensure existing street trees are protected through any new construction works

ideas + exemplars.....



A.



B.



C.



D.

A. Central median plantings should respond to their surroundings, either through heritage treatment, long continuous planters or singular planters

B. Where street trees cannot fit on the verge, consider planting trees within the parking bays

C. Street trees should add to the pedestrian amenity along the street, couple trees with lighting, good surface treatment and natural surveillance provided by the adjacent buildings

D. Mature street trees such as along Ballarat and Commercial roads, should be maintained and appropriately infilled

intent.....

Car parks are an essential element in today's urban structure, however car parks do not have to dominate the streetscape. Keeping in line with the sustainable vision of this framework, car parks should be reduced where possible, in order to discourage short

distance car trips and instead promote walking and cycling.

guidelines.....

- 08.08.1 Encourage sustainable transports, such as walking, cycling and public transport, consider reducing the car parks where possible
- 08.08.2 Reduce the dominance of large car parks within the streetscape, by locating the car parks within larger developments, through constructing either underground car parks or multi-level car parks with active frontages, particularly at train stations, hospitals and supermarkets/shopping centres
- 08.08.3 Limit unsafe and unfriendly empty car parking lots where possible, consider the use of on street car parking instead
- 08.08.4 Where car parks have been lost along Barkly Street because of kerb extensions, relocate to angled parking in side streets
- 08.08.5 Improve the safety, amenity and environment, where large car parks are deemed necessary, by providing active frontages that face onto the car park, utilising water captured in swales or water tanks and softening the harsh environment through mass tree planting
- 08.08.6 Support sustainable travel, by encouraging commuters to get a lift, walk, cycle or catch a bus to train stations, lobby DoI to limit the amount of car spaces or park'and'rides provided at each station

ideas + exemplars.....



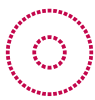
A.

A. Large at grade carpark with trees



B.

B. Multi-level car parks can be incorporated into larger developments



G08.09_signalised crossings

intent.....

Signalised crossings allow pedestrians to cross busy streets at a touch of a button and cyclists to cross and turn busy roads in a safe manner. Even though signalised crossings are very safe for pedestrians to cross the many arterial roads surrounding

West Footscray, many times the signal phases are not supportive to allow pedestrians to cross in a timely manner.

guidelines.....

- 08.09.1 Support pedestrians by working with VicRoads to ensure all signalised phases are long enough to enable pedestrians to cross the road without getting stranded in the central median, especially at the wide arterials
- 08.09. Support pedestrians by working with VicRoads to ensure all signalised phases are regular enough to enable pedestrians to cross the road without waiting to long, especially at the wide arterials
- 08.09.3 Support pedestrians by working with VicRoads to ensure safe access is provided to all signalised crossings at arterials, constructing pedestrian crossings across slip lanes

ideas + exemplars.....



A.



B.

A. Extended kerbs at signalised crossings provide a generous and safe waiting space for pedestrians

B. Signalised crossings at large arterials should consider the use of a pedestrian crossing over the service lane, and a direct signalised crossing point over the arterial. If applicable, bus stops should be co-located here

intent.....

Pedestrian crossings allow pedestrians to cross streets at a signed crossing point. These 'zedbra' crossings are particularly important for use within the neighbourhood of West Footscray, allowing children, mothers, the elderly and many others to safely cross streets at a designated point.

The crossings are important because they signal to drivers to slow down as there may be potential pedestrians.

guidelines.....

- 08.10.1 Support pedestrians by providing pedestrian crossings where pedestrian paths cross collector or equivalent roads within the West Footscray neighbourhood
- 08.10.2 Support commuter by providing pedestrian crossings at all major bus stops
- 08.10.3 Support pedestrians by providing flashing lights at crossings, where traffic is not conducive to slowing down
- 08.10.4 Support pedestrians by ensuring crossing are well maintained, being regularly repainted as necessary
- 08.10.5 Support pedestrians by ensuring all crossings are well signed to allow traffic to sufficiently reduce speed before the car reaches the crossing point

ideas + exemplars.....



A.



B.

A. Good examples of pedestrian crossing that are clearly designated to both driver and pedestrian through line marking, clear signage, flashing lights, grade change and road narrowing



B. Good example of a pedestrian crossing on Geelong Road, with clear line marking, tactile indicators, pram crossing, coupled with a major bus stop



G08.11_school crossings

intent.....

School crossings allow pedestrians to cross streets at a signed crossing point with the help of a crossing assistant. Through the use of the crossing assistant school crossings are a rare form of social infrastructure, these crossings are particularly good for

crossing the road safely and connecting the community.

guidelines.....

08.10.1 Help connect the community through human contact and assistance, by maintaining school crossings and supporting the crossing assistants

08.10.2 Encourage school children to walk to and from school, in a safe and social manner, by supporting initiatives such as 'walking school bus'



intent.....

While a designated crossing may be provided across a busy road, the amenity of the crossing and its surrounds may be unsafe or very uninviting, reducing the potential use of the crossing. Road crossings should not be seen as simple infrastructure but instead as important links to neighbourhoods.

Crossing the large barriers that surround West Footscray is one of the biggest issues in improving local walking and cycling connections.

guidelines.....

- 08.12.1 Ensure that where pedestrian and bike paths cross busy roads, there is a safe crossing provided
- 08.12.2 Ensure that crossings are supportive of cycling and pedestrian activity through signal phases, good pedestrian focussed lighting, pram ramps and wayfinding signs
- 08.12.3 Ensure safe access is provided to all signalised crossings at arterials, providing pedestrian crossings across all slip lanes
- 08.12.4 Improve crossing amenity at wide arterials, by reducing width of street as much as possible, through removing slip lanes, widening central median and planting trees where possible
- 08.12.5 Enhance crossing amenity by removing impediments for crossing pedestrians, such as pedestrian barriers

ideas + exemplars.....



A.

A. Improve the amenity for waiting pedestrians at crossing points along pedestrian paths, through the use of street trees, seating and quality materials

B. Pedestrian crossing across service lane allows pedestrians to cross anytime



B.



D.



C.

C. Kerb extension provides additional space for street activity

D. Raised pedestrian tables across smaller streets, gives the pedestrian a clear walkway

E. Coloured bike paths through busy intersections give cyclists a clear path



E.





west footscray urban design framework

volume 04 of 05

04 action + implementation plans

Adopted 18 March 2008

Maribyrnong City Council
Street Address Corner Hyde and Napier Streets,
Footscray
Postal Address PO Box 58, Footscray VIC 3011
Telephone 9688 0200
Facsimile 9687 7793
TTY (Hearing Impaired) 9688 0564
After Hours/Emergency 9688 0363
Email email@maribyrnong.vic.gov.au
Website www.maribyrnong.vic.gov.au

TIS (translations): If you would like to know more about the information on this notice, please call the Telephone Interpreter Service on 131 450 and ask them to call maribyrnong City Council on 9688 0200 for assistance.

Thank you to the community of West Footscray

Prepared by:
Aidan Mullen
Kelvin Walsh
City Design + Place Making
Maribyrnong City Council, and

Robyn Pollock
VAST environments

The West Footscray Urban Design Framework was awarded the 2007 PIA Victoria Award for Planning Excellence in the 'Social and Community Based Planning' category on the 19 October 2007

Adopted by Maribyrnong City Council at the Council Meeting of 18 March 2008



volume 01	
04	<i>overview</i>
08	<i>commitment to the council plan</i>
10	setting the scene
12	<i>report purpose</i>
12	<i>project scope</i>
14	<i>methodology</i>
18	<i>site analysis</i>
26	<i>literature analysis</i>

volume 02	
28	urban design framework
30	<i>the urban design framework</i>
32	<i>the vision</i>
34	<i>framework principles</i>
38	<i>the framework drawing</i>

volume 03

44	guidelines
46	<i>how to use the guidelines</i>
50	<i>local attractors</i>
	> G01 built environment
	> G02 recreation reserves
	> G03 development attitudes
70	<i>circulation systems</i>
	> G04 pedestrian network
	> G05 bike network
	> G06 public transport network
	> G07 road network
	> G08 network amenity

volume 04

106	action plans
108	<i>how to use the action plans</i>
114	<i>priority nodes</i>
	> PN_01 the village
	> PN_02 west footscray intermodal interchange
	> PN_03 tottenham station
124	<i>neighbourhood foci</i>
	> NF_01 maidstone
	> NF_02 burns street
	> NF_03 essex street
	> NF_04 footscray west
	> NF_05 hansen
	> NF_06 tottenham
	> NF_07 barkly west
144	<i>unique opportunities</i>
	> UO_01 the trainline east
	> UO_02 the trainline west
	> UO_03 the creek junction
	> UO_04 albert facey street
	> UO_05 anders triangle
160	<i>the broader network</i>
	> BN_01 transport links
164	implementation plan
166	<i>implementation plan</i>

volume 05

appendix



o4_ action plans



page action plans

108 *how to use the action plans*

114 *priority nodes*

- > PN_01 the village
- > PN_02 west footscray intermodal interchange
- > PN_03 tottenham station

124 *neighbourhood foci*

- > NF_01 maidstone
- > NF_02 burns street
- > NF_03 essex street
- > NF_04 footscray west
- > NF_05 hansen
- > NF_06 tottenham
- > NF_07 barkly west

144 *unique opportunities*

- > UO_01 the trainline east
- > UO_02 the trainline west
- > UO_03 the creek junction
- > UO_04 albert facey street
- > UO_05 anders park

160 *the broader network*

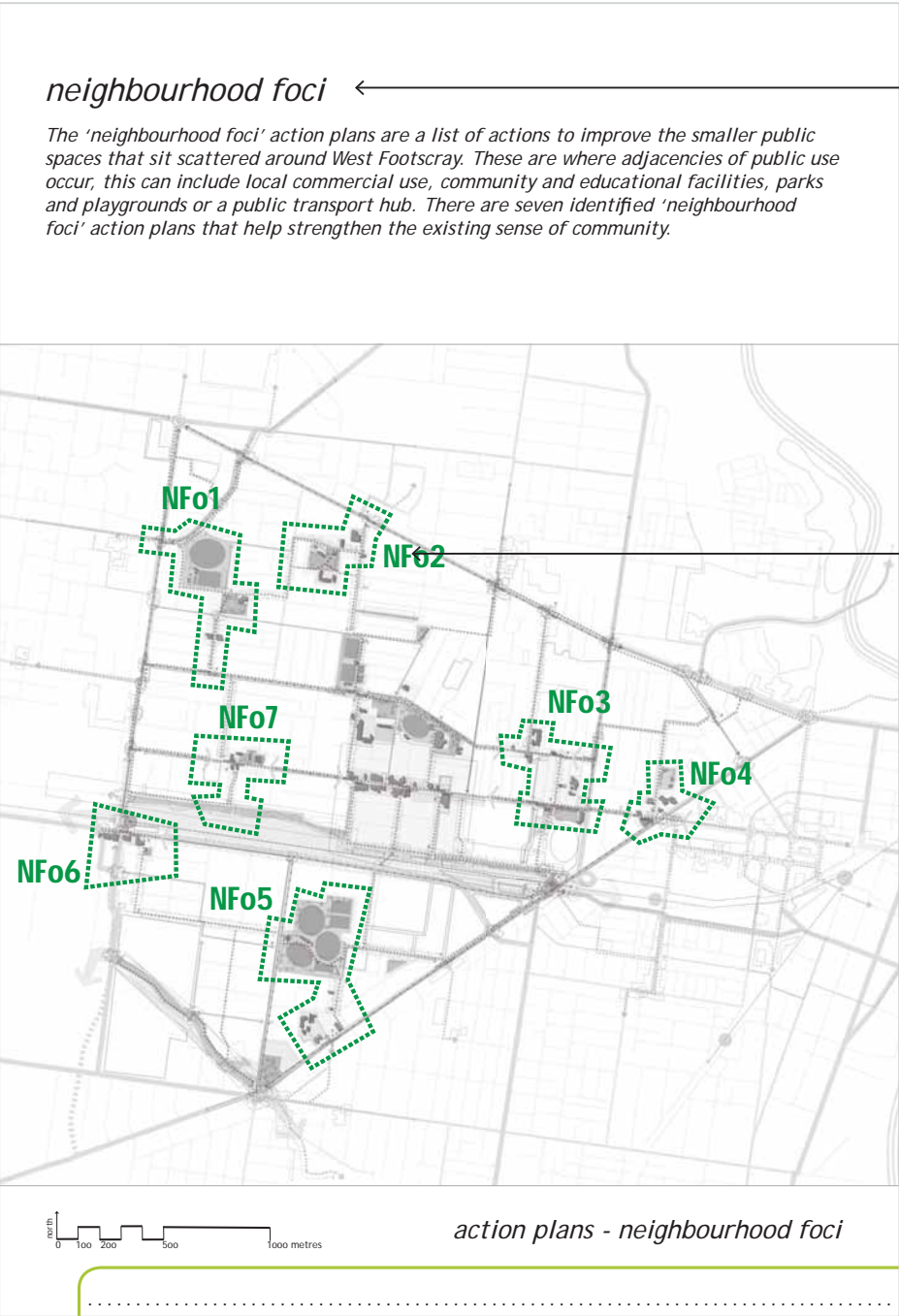
- > BN_01 transport links

how to use the action plans

The action plans are designed to give further detail to strategic locations within West Footscray. The action plans were developed through applying the detailed guidelines to a strategically selected area. The action plans outline four priority outcomes for each selected location, and detail how to achieve these outcomes through listing a series of actions, these lists of actions are then converted into the fifteen year implementation plan.

The action plans are not intended to be read through from start to finish, but instead they are a reference source for selected location shown on the Framework. They outline actions for change at strategic places across West Footscray.

Each action plan details a legend describing the existing conditions of the area, the four priority outcomes that was agreed on with the community, and a list of actions that outline what to maintain, upgrade or construct at each selected location.



action plan section name + description
the 'action plan section description' outlines the type of places selected within West Footscray, these places are similar in the type of role they play within the neighbourhood

action plan section drawing
the 'action plan section drawing' clearly outlines each action plan that is detailed under the section. each action plan is numbered and referenced on the opposite page

The action plans are divided into four sections 'priority nodes', 'neighbourhood foci', 'unique opportunities' and 'the broader network':

1. The 'priority nodes' outlines actions for the major public spaces within West Footscray, being the village and the two train stations.

2. The 'neighbourhood foci' outline actions for the smaller public spaces that sit scattered around West Footscray, these are seven places where adjacencies of public use occur.
3. The 'unique opportunities' outlines actions for areas where high public use may not occur, but improvement can add to the wider environment.

4. The 'the broader network' outlines actions to enable connections from West Footscray to surrounding Major Activity Centres, via sustainable transport options.

contents

each action plan that sits under the section is named, with the page number and referenced on the drawing on the opposite page

page neighbourhood foci

126 >NF_01 maidstone

130 >NF_02 burns street

132 >NF_03 essex street

134 >NF_04 footscray west

136 >NF_05 hansen

140 >NF_06 tottenham

142 >NF_07 barkly west

NFo1

NFo2

NFo3

NFo4

NFo5

NFo6

NFo7

neighbourhood foci

The 'neighbourhood foci' action plans are a list of actions to improve the smaller public spaces that sit scattered around West Footscray. These are where adjacency of public use occur, this can include local commercial use, community and educational facilities, parks and playgrounds or a public transport hub. There are seven identified 'neighbourhood foci' action plans that help strengthen the existing sense of community.

West Footscray is not only well served with a strong retail, recreation and community focused core and two well placed train stations, it also has a great range of facilities grouped across the suburb. These seven groupings of community facilities include a large number of parks and reserves, community and education buildings, and a number of smaller local shops. While the spread and number is very good, the standard of these faculties often do not compare. The connections between the existing grouped elements as well as the connections between each grouping could also be strengthened.

Create smaller neighbourhood precincts, with at least a combination of 3 of the following facilities:

- > close and easy access to public transport
- > direct access to safe on-road bike route
- > an operating community facility or club-house (scouts, RSL, senior citizens)
- > an education facility including child care, kindergarten or primary school
- > a small group of operating shops or potential for regeneration of currently derelict shops
- > a dedicated active recreation area
- > a dedicated passive recreation area
- > a dedicated play area

hood foci

0125

west footscray urban design framework

0109

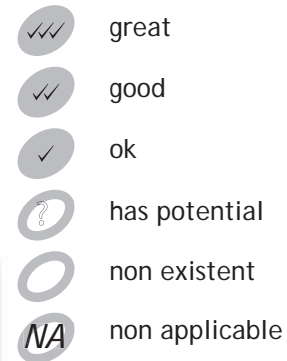
how to use the action plans (cont.)

existing conditions analysis- 2007

community elements legend



analysis legend



existing conditons- 2007



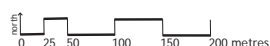
primary aims

the 'primary aims' list the four priority outcomes the community wants to see changed in each action area, over the fifteen year implementation period. the 'primary aims' are changes that incrementally achieve the set vision for west footscray. these 'primary aims' are achieved through implementing the list of actions

neighbourhood focus_02 burns street

primary aims

- 1 Construct a new children's hub building, consolidating the kindergarten and M+HC with incorporated community meeting rooms, ensuring that the building addresses and integrates with Rogers Reserve
- 2 Upgrade Rogers Reserve, providing new trees and platforms for seating, in order to provide smaller quality places for passive recreation
- 3 Encourage regeneration of the empty shops on Thompson Street through consultation with appropriate stakeholders
- 4 Upgrade pedestrian paths to local attractions, especially along Burns and Thompson streets and through Rogers and Johnson Reserves



local action plan - 02 burns street

existing conditions

the 'existing conditions' and potential possibility for the following community elements within each action area were analysed. this analysis helps determine needed actions to achieve the strategic vision

community elements

the 'community elements' are public spaces, facilities and or transport systems that help create an 'active, sustainable and inclusive' neighbourhood. the colour of each element is consistent with the framework and guidelines symbols

analysis

each 'community element' was analysed in its current state. three ticks meaning the current standard is great, one tick meaning the current stated needs improving. if that element currently does not exist, a question mark means it could be constructed, while a hollow circles means its unlikely to ever occur. NA means that particular element does not need to be located within the action plan area

action plan drawing

the 'action plan drawing' locates the framework drawing at each action area. the drawing is dictated with descriptors that reference the actions

They action plans aim to:

- > *outline a list of actions for place to help achieve the vision for West Footscray*
- > *focus a range of capital improvements and key agents of change to create a strategic vision*
- > *improve place through incremental change for cumulative difference*

list of actions

the 'list of actions' outline design projects, supporting programmes and capital works to achieve the primary aims for the action area. the actions are for council to implement, promote or facilitate, implementing changes on Council land and infrastructure, promoting for changes on non-council land and infrastructure, and facilitating changes through working with the community. the list of actions help achieve the community's primary aims and respond to the existing conditions analysis

things to retain - maintain

a list of existing neighbourhood attributes to retain and maintain. these existing attributes add to the surrounding area in different ways. where named attributes are not maintained or owned by council, council should promote to the relevant organisation to retain that attribute

things to strengthen - upgrade

a list of existing neighbourhood attributes to strengthen and upgrade. these existing attributes add to the surrounding area however they could be improved. where named attributes are not owned by council, council should promote and facilitate the upgrade of the attribute

01

things to retain - maintain

1. Maintain new playground
2. Maintain Dobson Kindergarten use
3. Maintain Burns Street Maternal and Child Health use
4. Support private community and educational facilities such as kindergarten, school and nursing home
5. Support local shops on Thomson Street by working with landowners and proprietors

02

things to strengthen-upgrade

1. Prepare a masterplan to upgrade Rogers Reserve, consider significantly planting more trees, addressing the childrens hub, upgrading the main pathways for pedestrian use, lighting along main paths, and platforms for seating
2. Significantly plant out Rogers Reserve, with the aim of providing shade and edges when mature
3. Upgrade the bus stops on Ballarat Road near the corner of Thomson Street, to major bus stops
4. Upgrade Thomson Street along shop fronts with standard pavement details, and quality urban lighting and kerb outstands with street trees to mark the start and end of the shops
5. Upgrade the pedestrian amenity at the signalised crossing point at the Thomson Street and Ballarat Road corner through lighting, signage and shorter waiting times
6. Upgrade street tree planting along Richelieu, Burns and Thomson streets
7. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Richelieu, Burns, Thomson, Babb and Norfolk streets

03

things to add - construct

1. Conduct a feasibility study to construct a new children's hub building in Rogers Reserve, incorporating the existing kindergarten and maternal and child health care uses
2. Ensure the new building in Rogers Reserve addresses and integrates with the park and Burns Street
3. Consider introducing community meeting rooms and other flexible uses for the new children's hub building in Rogers Reserve, to help night surveillance in the park
4. Consider constructing more parking when constructing the new building in Rogers Reserve
5. Construct platforms for seating at nodes within Rogers Reserve
6. Install wayfinding signage at the identified locations
7. Mark informal bike lanes along Burns and Thompson streets
8. Install bike racks in appropriate locations at Rogers Reserve, the new maternal health and kindergarten building, the Thompson Street shops and the major bus stop

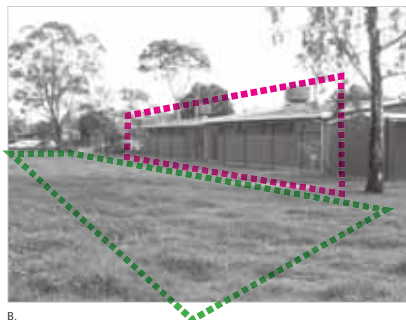
things to add - construct

a list of missing neighbourhood attributes to add and construct. these missing attributes can add to the surrounding area to help achieve the community's primary aims and the neighbourhood vision. where named missing attributes are not owned by council, council should promote and facilitate the construction of the attribute

ideas + exemplars.....



A.



B.



C.



D.



- A. Maintain good playground facility and construct platforms for seating that integrates with the playground
B. Construct a new children's hub building that integrates with the surrounding parkland
C. Support local business by working with landowners and proprietors, and upgrading the infrastructure surrounding the existing retail buildings

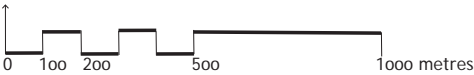
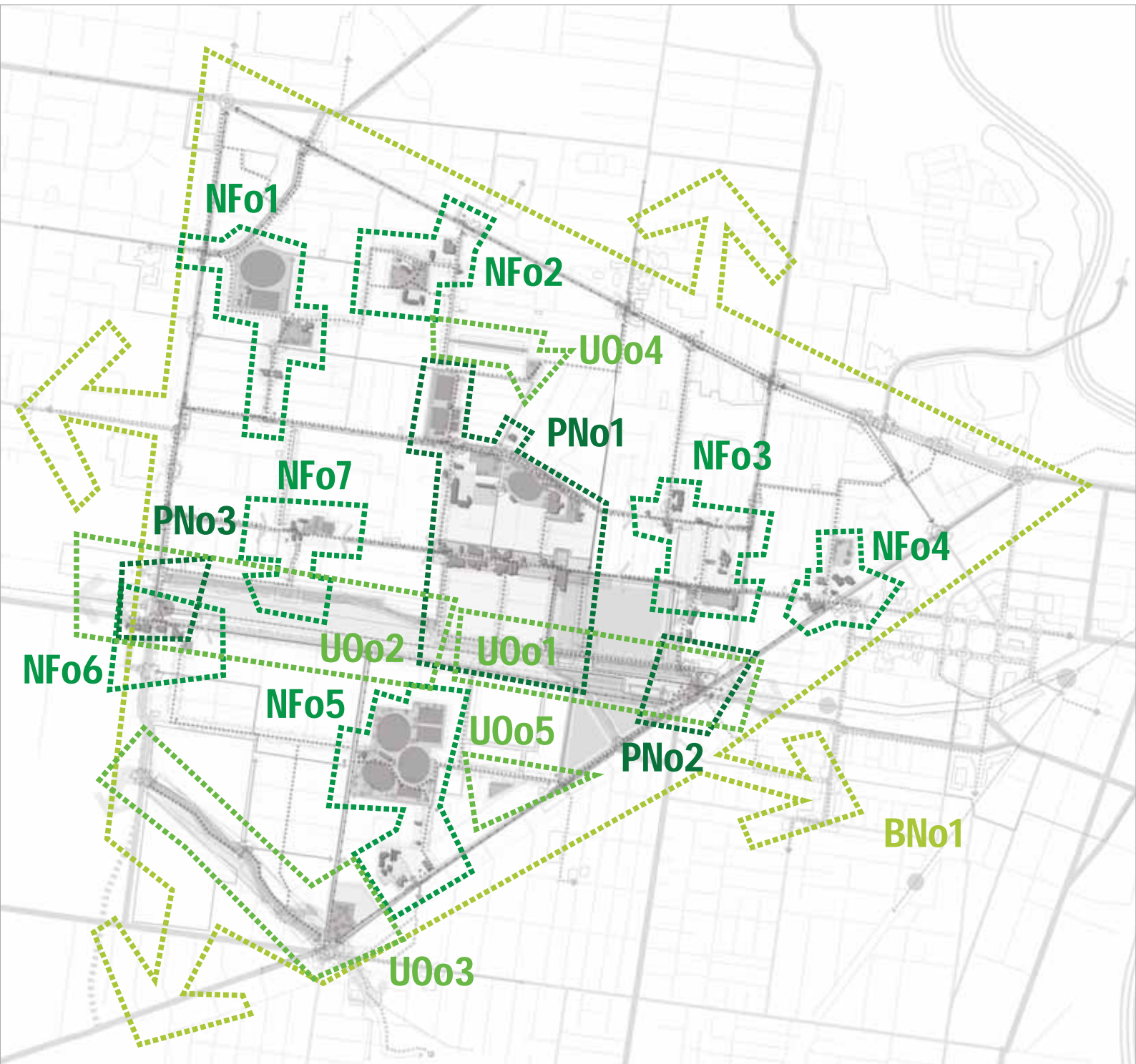
- D. Support private community and educational facilities such as kindergarten, school and nursing home

ideas + exemplars

the 'ideas and exemplars' help describe what is written in the actions. they use photos of the existing conditions and schematic drawings

action plans

The action plans are designed to give further detail to strategic locations within West Footscray. The action plans were developed through applying the detailed guidelines to a strategically selected area. The action plans outline four priority outcomes for each selected location, and detail how to achieve these outcomes through listing a series of actions, these lists of actions are then converted into the fifteen year implementation plan.



action plans - priority nodes

page priority nodes

- 116 >PN_01 the village : PNo1
- 120 >PN_02 west footscray inter-modal interchange : PNo2
- 122 >PN_03 tottenham station : PNo3

neighbourhood foci

- 126 >NF_01 maidstone : NFo1
- 130 >NF_02 burns street : NFo2
- 132 >NF_03 essex street : NFo3
- 134 >NF_04 footscray west : NFo4
- 136 >NF_05 hansen : NFo5
- 140 >NF_06 tottenham : NFo6
- 142 >NF_07 barkly west : NFo7

unique opportunities

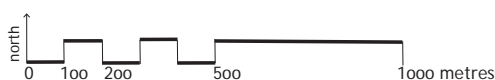
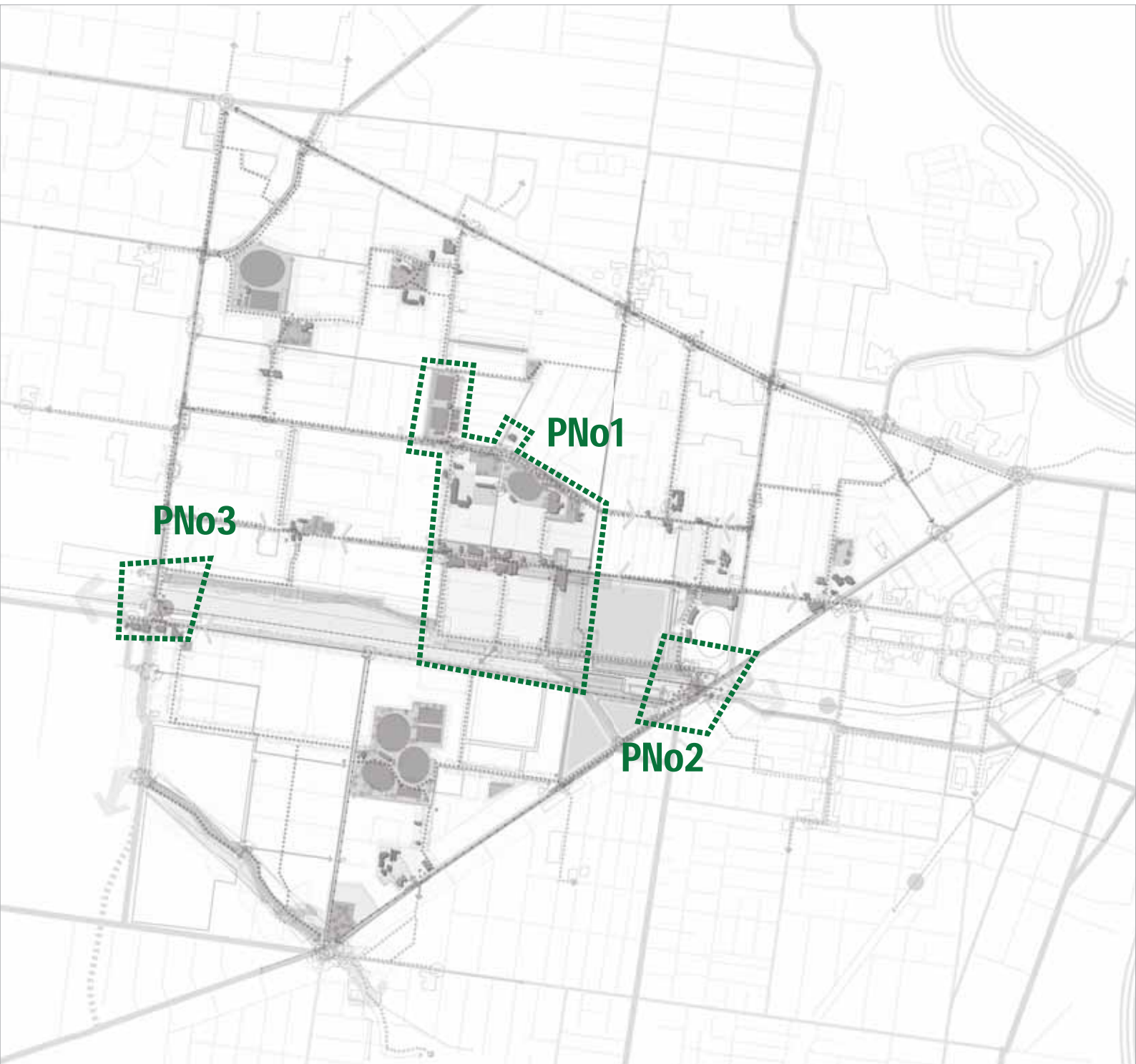
- 146 >UO_01 the trainline east : UOo1
- 152 >UO_02 the trainline west : UOo2
- 154 >UO_03 the creek junction : UOo3
- 156 >UO_04 albert facey street : UOo4
- 158 >UO_05 anders park : UOo5

the broader network

- 162 >BN_01 transport links : BNo1

priority nodes

The 'priority nodes' action plans are a list of actions to improve a three strategically most important and highly used public spaces. The village is the heart of West Footscray and the action plan recognises not only Barkly Street, but also the parkland belt to the north and the higher density residential area to the south. The actions detail how to support the unique diversity in the village and help create a vibrant streetscape. The West Footscray and Tottenham Station are also outlined as action plans, detailing actions to improve the connections to and from the stations, and to improve the station amenity.



action plans - priority nodes

page priority nodes

- 116 >PN_01 the village: PNo1
- 120 >PN_02 west footscray inter-modal interchange: PNo2
- 122 >PN_03 tottenham station: PNo3

priority nodes

The ‘priority nodes’ action plans are a list of actions to improve a three strategically most important and highly used public spaces. The village is the heart of West Footscray and the action plan recognises not only Barkly Street, but also the parkland belt to the north and the higher density residential area to the south. The actions detail how to support the unique diversity in the village and help create a vibrant streetscape. The West Footscray and Tottenham Station are also outlined as action plans, detailing actions to improve the connections to and from the stations, and to improve the station amenity.

existing conditions- 2007

West Footscray has a retail core that is seen as the heart of the suburb by the community. Barkly Village runs along Barkly Street between Russell and Liverpool streets and is dispersed with sporadic housing. While the Village is widely known as a retail core, it consists of much more than shops. The Village also consists of higher density residential. A number of community and educational buildings are located within the Village, including a large school, a library. This area also has a good range of recreational spaces, some parks need minor upgrades, such as Johnson and Shorten Reserves, while other parks need major upgrades including Barrett and Martin Reserves. The Village is also well placed between West Footscray and Tottenham Stations.

design intent-2008 + onwards

The Village has a great range of facilities including a retail core in the middle, a band of four different scale parks to the north, and higher density housing, as well as two train stations to the south. While the spread of facilities is good, each need to be significantly upgraded to match the important role the Village plays within West Footscray.

priority nodes_the village

existing conditions- 2007



primary aims

- 1 Upgrade urban pedestrian area, through continuing the use of kerb outstands at corners with street trees, standard pavement details, and quality urban lighting
- 2 Upgrade pedestrian path from the village to West Footscray station, along Johnson Reserve, Essex, Market, Warleigh and Cross streets
- 3 Upgrade YMCA building internally and open up the building to address an improved Barrett Reserve
- 4 Establish a West Footscray traders group in order to support the local commercial viability now and into the future

01

things to retain - maintain

1. Diverse retail core that serves the West Footscray neighbourhood
2. West Footscray Primary School
3. West Footscray Library and Neighbourhood House
4. Church Street Childcare Centre (consider relocating to Barrett Reserve)
5. YMCA service
6. Soccer fields, tennis courts and sports pavilion at Johnson Reserve
7. Football field and sports pavilion at Shorten Reserve
8. On road bike lane along Cross Street

02

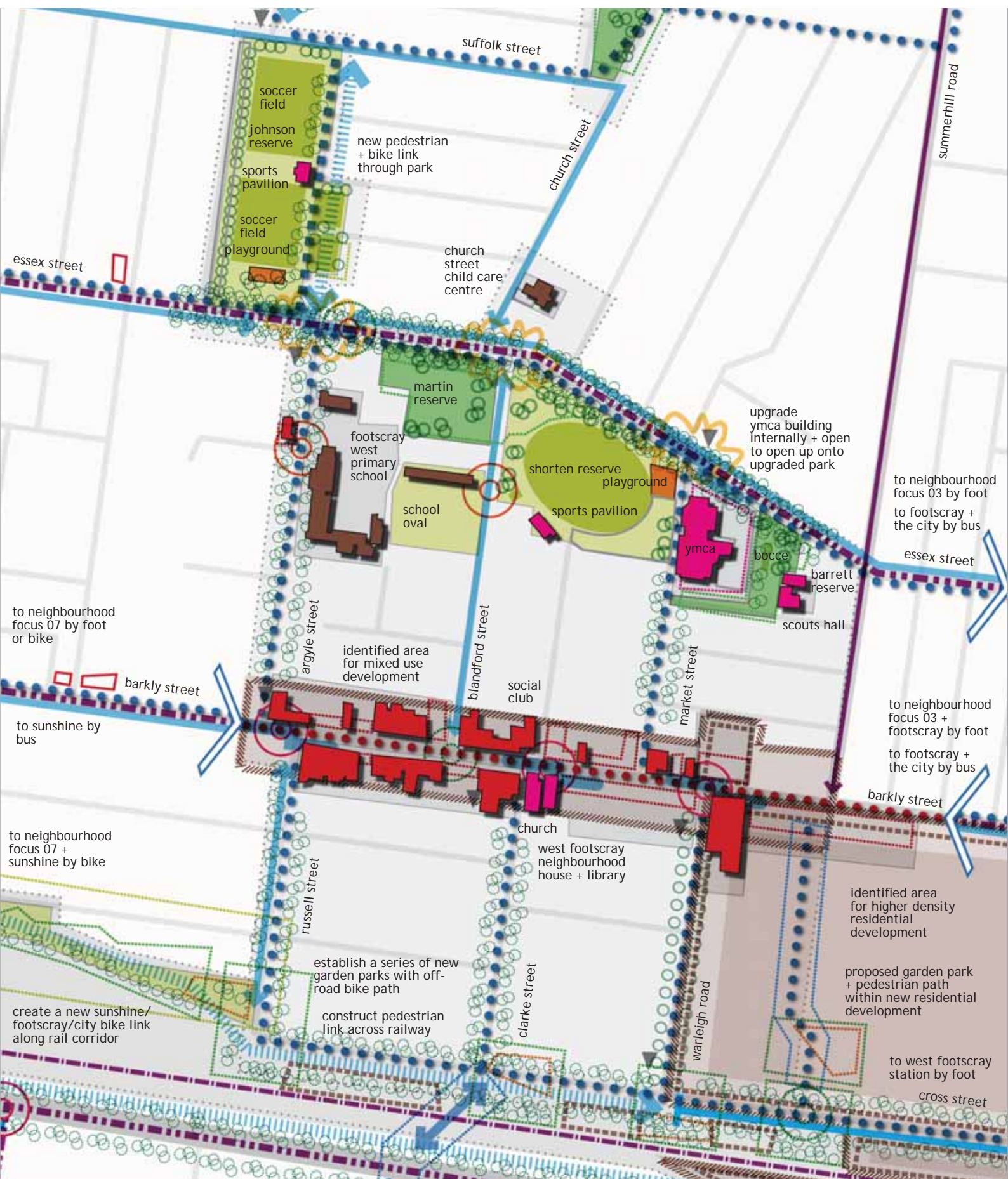
things to strengthen-upgrade

1. Remove boundary fencing around Shorten Reserve to allow the reserve to be more accessible
2. Upgrade Barkly Street between Russell and Liverpool streets with standard pavement details, kerb outstands and street trees along the street and at corners, street furniture and quality urban lighting
3. Work with landowners and traders to advocate for an upgrade of the appearance of commercial buildings along Barkly Street to add to the viability and vitality of the retail street
4. Negotiate with Dol and bus companies to upgrade the three identified bus stops to major bus stops along Barkly Street
5. Upgrade and integrate the Barrett Reserve and the adjacent YMCA and scout buildings
6. Negotiate with Dol and bus companies to upgrade the two identified bus stops to major bus stops along Essex Street
7. Upgrade school crossing to a formal pedestrian crossing at Essex and Argyle streets
8. Review and redesign Church Street in front of the child care centre, in order to slow traffic, address parking issues, create gathering room and mark the entrance to the village
9. Upgrade pedestrian and bike path through Johnson Reserve
10. Densely plant the south end of Johnson reserve with native trees and garden beds, also consider constructing a new southern fence
11. Upgrade volleyball courts in Johnson Reserve
12. Lobby VicRoads to reduce the traffic speed to 40km/h along Barkly Street between Argyle Street and Summerhill Road

03

things to add - new facilities

1. Construct a high quality 'dog off lead' park at Martin Reserve
2. Work with local traders to help establish a West Footscray traders group
3. Mark all main entrances to the village with signage and an outstand plantings
4. Construct a pedestrian and cyclist focused street along Cross Street, with pedestrian plazas and parks at main nodes
5. Encourage new mixed use development along Barkly Street (between Argyle Street and Summerhill Road) that reflects the preferred character as outlined in the G03.01 Higher Density Living guideline
6. Encourage additional dwellings in the identified area north of West Footscray Station that reflects the preferred character as outlined in the G03.01 Higher Density Living guideline
7. Install wayfinding signage at the identified locations
8. Construct on road bike lanes along Barkly, Blandford and Russell streets
9. Construct off road bike paths along Cross, Rupert streets and through Johnson Reserve
10. Mark an informal bike lane along Church Street
11. Construct an extended landscaped verge, planted with native street trees along Essex Street between Johnson and Barrett Reserves and facilitating crossing points at Argyle, Blandford and Market streets
12. Construct a new pedestrian crossing with kerb outstands at Barkly and Blandford Streets, also consider a new pedestrian crossing at Market and Essex Streets
13. Construct tree planters along Market Street
14. Work with the developers of the old Dunlop site to ensure the new park will be usable for family use, with informal and formal play, generous seating, shade and trees
15. Negotiate with Dol and VicTrack to construct a new park with a play area at the corner of Cross and Russell Streets
16. Negotiate with Dol and VicTrack to construct a new pedestrian bridge over the trainline at the end of Clarke Street



0 25 50 100 150 200 metres

local action plan - the village

ideas + exemplars.....



A.



B.



C.



D.

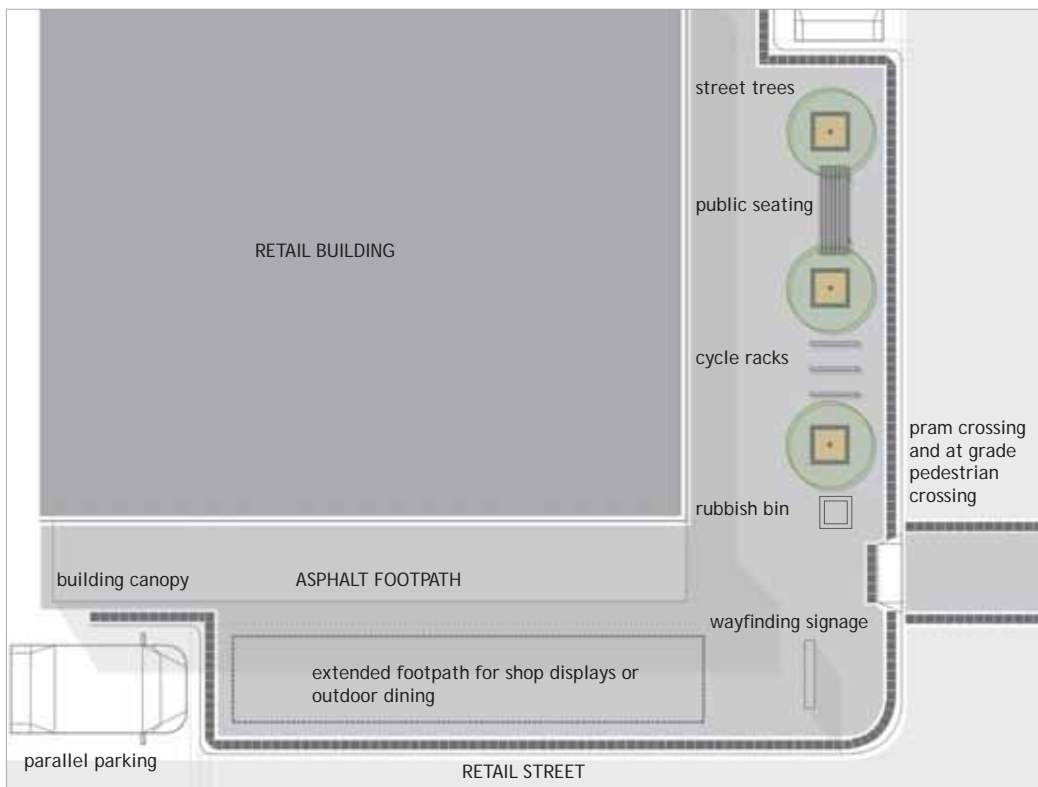


A. Maintain the existing spread of active recreation areas within the village, such as the tennis courts and soccer fields at Johnson Reserve and the football field at Shorten Reserve
 B. Maintain and upgrade the existing spread of community and educational facilities within the village, such as West Footscray Neighbourhood House and Library, Footscray West Primary School, YMCA, Church Street Childcare, Scouts

hall, churches and the sports pavilions at Johnson and Shorten Reserves
 C. Maintain and add to the existing spread of play areas within the village, such as the playgrounds at Johnson and Shorten Reserves
 D. Work with landowners and traders to advocate for an upgrade of the appearance of commercial buildings along Barkly Street to add to the viability and vitality of the retail street



E.



F.

E. Connect the park corridor through removing the boundary fencing around Shorten Reserve, extending the verge along Essex Street, upgrading Martin and Barrett Reserves, densely planting the south of Johnson Reserve and upgrading the YMCA building

F. Reflect the importance of the village by upgrading the streetscape along Barkly Street, promoting infill commercial development and marking the entrances to the village with signage and outstand plantings

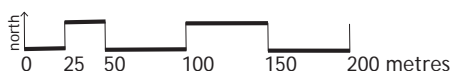
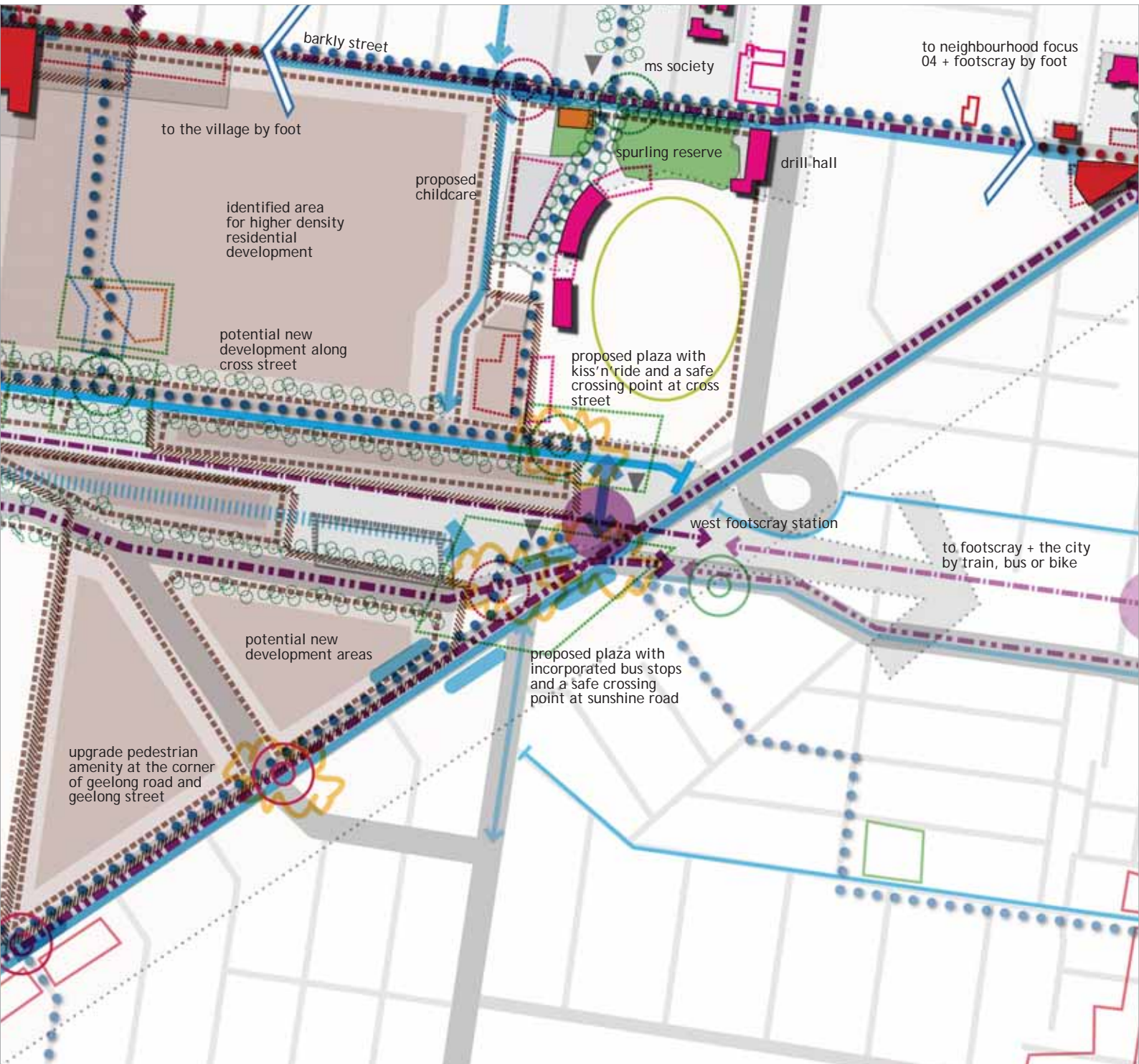
priority nodes_west footscray inter-modal interchange

existing conditions- 2007



primary aims

- 1 Upgrade pedestrian paths to and from the station, with adequate pedestrian crossing at Sunshine Road and Cross Street, good lighting and wayfinding signage
- 2 Provide large, well lit plaza areas on either side of the pedestrian bridge, with new kiss'n'rides, bus stops and adequate bike lockers adjacent
- 3 Create an intermodal interchange by constructing new larger, bus stops on Sunshine Road adjacent to the new plaza
- 4 Construct a high quality, new, DDA compliant pedestrian bridge that becomes a landmark for the area



local action plan -west footscray interchange

01

things to retain - maintain

1. Negotiate with DoI to identify the land needed for future works and what can be developed
2. Retain the car park to the south of the train station
3. Station buildings and platforms

02

things to strengthen-upgrade

1. Work with DoI, VicTrack and VicRoads to establish an agreed concept plan for West Footscray Station, that balances local community concern as outlined throughout the framework, with infrastructure and service upgrades
2. Negotiate with DoI to upgrade the two platforms with additional seating and real time service signage
3. DoI to upgrade commuter train services by constructing a third commuter track between West Footscray and Sunshine stations
4. Negotiate with DoI to remove the derelict old railway buildings
5. Negotiate with DoI and bus companies to consolidate bus stops moving them to Sunshine Road in front of West Footscray Station
6. Ensure DoI and Freight Australia continue to upgrade signalling and tracks for both freight and commuter traffic in order to reduce waiting times
7. Negotiate with DoI to redesign the existing carpark to ensure parking is more efficient
8. Negotiate with DoI to redesign the existing carpark to include WSUD

03

things to add - construct

1. Negotiate with VicRoads to construct a new signalised pedestrian crossing at the corner of Sunshine Road and the Geelong Road service lane
2. Install wayfinding signage at the identified locations
3. Work with developers through the planning process to develop the identified areas both north and south of West Footscray Station as outlined in the G03.01 Higher Density Living Guideline
4. Negotiate with DoI and VicTrack to develop VicTrack land along Cross Street
5. Negotiate with VicRoads to construct bike paths along Buckley Street and Cross Street as part of the Principal Bike Network
6. Negotiate with DoI to build a new plaza area at the north of the pedestrian bridge, spanning across Cross Street in order to slow traffic
7. Negotiate with DoI to build a new plaza area at the south of the pedestrian bridge, incorporating kiss'n'rides and a consolidated bus stop
8. Negotiate with DoI to provide bike lockers, adequate lighting, seating, and Station signage in new plazas
9. Negotiate with DoI to build a new pedestrian bridge at West Footscray Station, that accommodate both pedestrian and cyclist traffic

ideas + exemplars.....



A.



B.

A. Significantly upgrade pedestrian and cyclist connections to the station and their amenity, through not only incremental changes but also a new pedestrian bridge

B. A new signalised pedestrian crossing at the corner of Sunshine Road and the Geelong Road service lane



C.

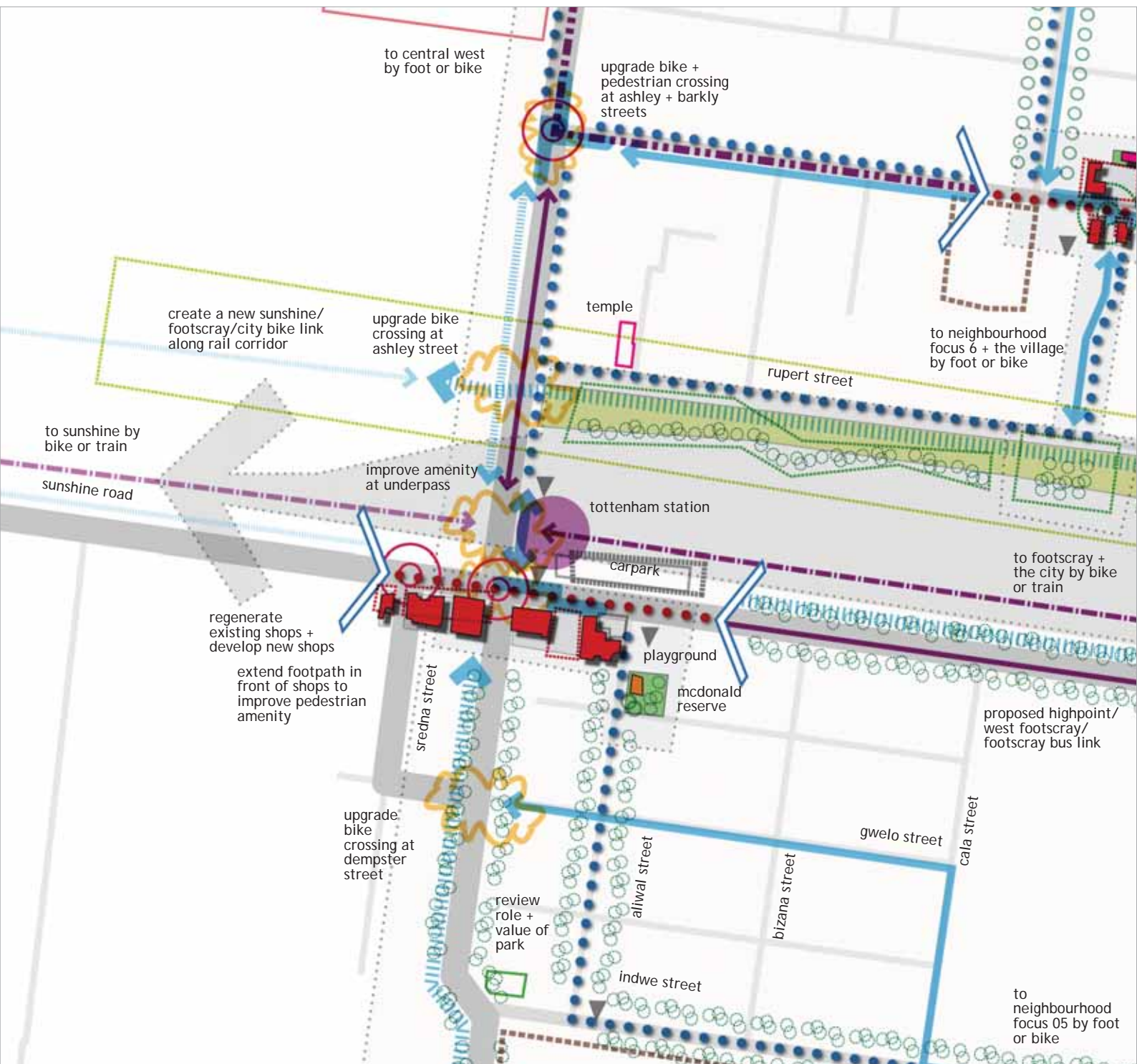
C. Upgrade the two platforms with additional seating, lighting and real time service displays

priority nodes_tottenham station

existing conditions- 2007

primary aims

- 1 Upgrade lighting at and around the station, as well as through the underpass
- 2 Upgrade amenity through underpass, with bright, clean and comfortable footpaths and a bike lane
- 3 Construct off-road bike path along the north of the railway line from Footscray to Sunshine
- 4 Supply adequate bike lockers at the station taking advantage of the proposed off-road bike path



local action plan - totenham station

01

things to retain - maintain

1. Negotiate with DoI to identify the land needed for future works and what can be used as public open space
2. Retain the newly upgraded car park to the south of the train station
3. Station buildings and platforms

02

things to strengthen-upgrade

1. Work with DoI, VicTrack and VicRoads to establish an agreed concept plan for Tottenham Station, that balances local community concern as outlined throughout the framework, with infrastructure and service upgrades
2. Negotiate with DoI to upgrade the platform with additional seating and real time service signage
3. Ensure DoI and Freight Australia continue to upgrade signalling and tracks for both freight and commuter traffic in order to reduce waiting times
4. Negotiate with DoI to significantly plant with native trees on both sides of the station
5. Negotiate with DoI to plant along the platform
6. Negotiate with DoI to significantly improve the amenity along the footpath and bike land under the underpass
7. Negotiate with DoI to significantly upgrade the lighting under the underpass
8. Negotiate with VicRoads to upgrade the pedestrian crossing at Sunshine Road

03

things to add - construct

1. Install wayfinding signage at the identified locations
2. Negotiate with VicRoads to construct a signalised pedestrian and bike crossing at Ashley Street just north of the station
3. Negotiate with DoI to construct a densely planted public open space to the north of the trainline
4. Negotiate with DoI and VicTrack to construct an off-road bike path to the north of the trainline
5. Negotiate with DoI to provide bike lockers, adequate lighting, seating, and Station signage

ideas + exemplars.....



A.



B.



C.

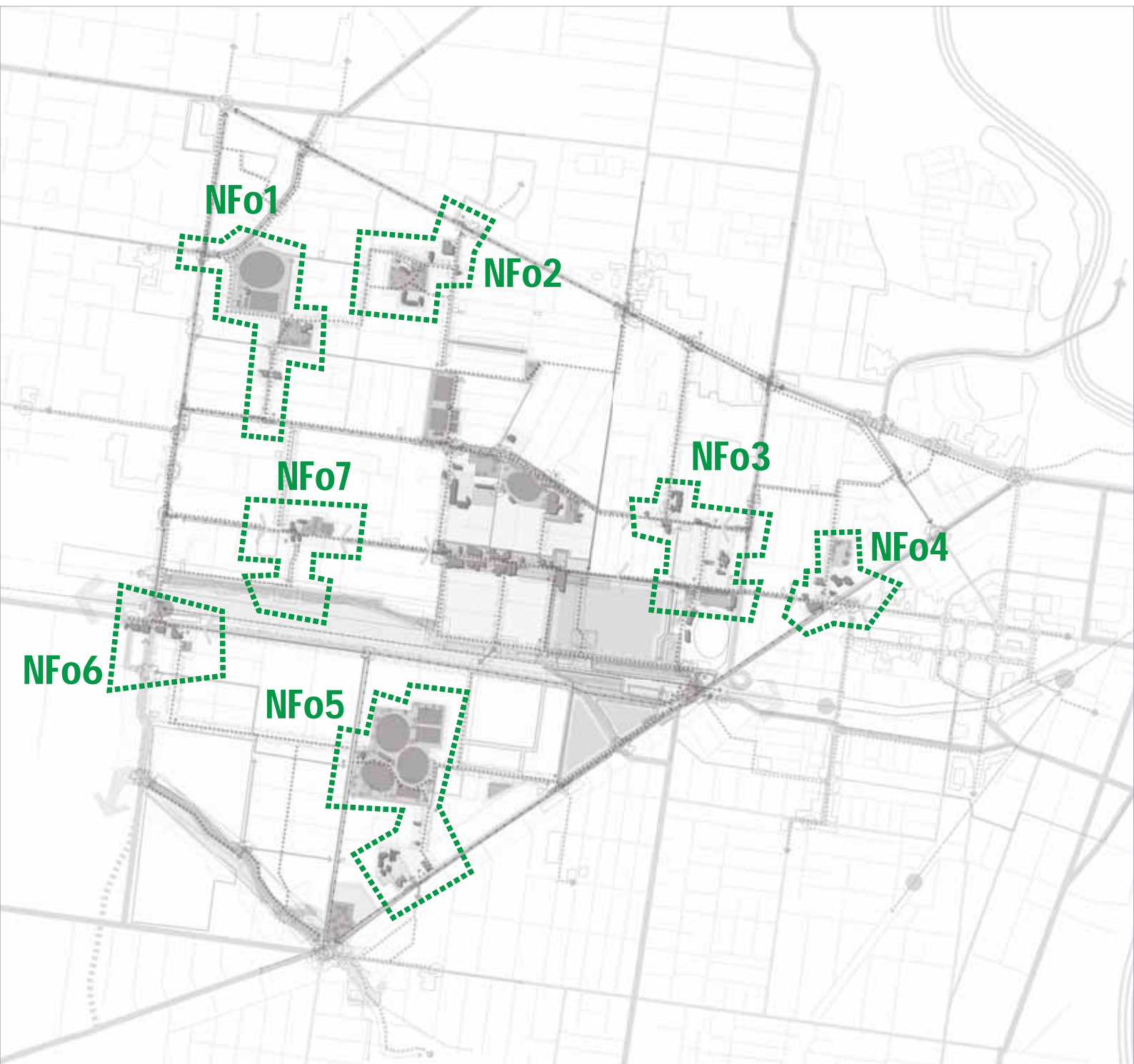


D.

A + B. Upgrade pedestrian and cyclist amenity both at the station and its surrounds, particularly through the underpass
 C. Upgrade the platform with additional seating, lighting and real time service displays
 D. Upgrade the connection across Sunshine Road between the station and the shops

neighbourhood foci

The 'neighbourhood foci' action plans are a list of actions to improve the smaller public spaces that sit scattered around West Footscray. These are where agencies of public use occur, this can include local commercial use, community and educational facilities, parks and playgrounds or a public transport hub. There are seven identified 'neighbourhood foci' action plans that help strengthen the existing sense of community.



action plans - neighbourhood foci

page neighbourhood foci

126	>NF_01 maidstone	NFo1
130	>NF_02 burns street	NFo2
132	>NF_03 essex street	NFo3
134	>NF_04 footscray west	NFo4
136	>NF_05 hansen	NFo5
140	>NF_06 tottenham	NFo6
142	>NF_07 barkly west	NFo7

neighbourhood foci

The ‘neighbourhood foci’ action plans are a list of actions to improve the smaller public spaces that sit scattered around West Footscray. These are where adjacency of public use occur, this can include local commercial use, community and educational facilities, parks and playgrounds or a public transport hub. There are seven identified ‘neighbourhood foci’ action plans that help strengthen the existing sense of community.

existing conditions- 2007

West Footscray is not only well served with a strong retail, recreation and community focused core and two well placed train stations, it also has a great range of facilities grouped across the suburb. These seven groupings of community facilities include a large number of parks and reserves, community and education buildings, and a number of smaller local shops. While the spread and number is very good, the standard of these faculties often do not compare. The connections between the existing grouped elements as well as the connections between each grouping could also be strengthened.

design intent-2008 + onwards

Create smaller neighbourhood precincts, with at least a combination of 3 of the following facilities:

- > close and easy access to public transport
- > direct access to safe on-road bike route
- > an operating community facility or club-house (scouts, RSL, senior citizens)
- > an education facility including child care, kindergarten or primary school
- > a small group of operating shops or potential for regeneration of currently derelict shops
- > a dedicated active recreation area
- > a dedicated passive recreation area
- > a dedicated play area

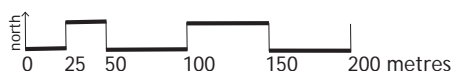
neighbourhood focus_01 maidstone

existing conditions- 2007



primary aims

- 1 Capitalise on the relaxing qualities provided by the mature trees in Ernie Shepherd Gardens by providing places for picnics and small gathering spaces
- 2 Connect the significant neighbourhood elements, through wayfinding signage, pedestrian lights, footpath upgrades and consistent street trees where appropriate
- 3 Promote sustainable transport to connect to both Sunshine and Highpoint by upgrading amenity at the two major bus stops and by creating an on-road bike lane along Churchill Avenue
- 4 Enhance the pedestrian link along Montgomery and Yardley streets by upgrading the playground to address reserve and street corner



local action plan - 01 maidstone

01

things to retain - maintain

1. Maidstone Community Centre
2. Soccer and cricket fields and sports pavilion at Dobson Reserve
3. Mature trees and setting in Ernie Shepherd Gardens
4. Support local shops on Brunswick Street by working with landowners and proprietors

02

things to strengthen-upgrade

1. Prepare a masterplan to refresh Ernie Shepherd Gardens, consider significantly planting more trees, addressing the community centre, upgrading the main pathways for pedestrian and bike use, lighting along main paths, and accessible picnic tables and seating
2. Prepare a masterplan for Dobson Reserve that upgrades sporting facilities, significantly improves the non-sporting park land for passive recreation, and creates an intense family recreation area to the south west of the park
3. Open up the Maidstone Community Centre to address Ernie Shepherd Gardens
4. Significantly plant out the park land that surrounds the sporting fields in Dobson Reserve, giving spectators shade, and providing amenity for use outside of sporting matches
5. Upgrade the playground at Dobson Reserve, introducing a range of facilities for a range of users, and also providing for informal play
6. Upgrade Brunswick Street along shop fronts with standard pavement details, and quality urban lighting and kerb outstands with street trees to mark the start and end of the shops
7. Upgrade the bus stops on Essex Street near the corner of Brunswick Street, to major bus stops
8. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Essex, Richelieu, Brunswick, Yardley, and Montgomery streets
9. Upgrade the pedestrian amenity at the crossing point across Suffolk Street near Brunswick Street through kerb outstands, lighting and wayfinding signage
10. Upgrade seating around the grounds and within the park of Dobson Reserve, consider different forms of seats
11. Upgrade the bus stops at the Churchill Avenue and Ashley Street corner, to major bus stops
12. Upgrade street tree planting along Brunswick, Yardley, and Montgomery streets

03

things to add - construct

1. Consider opening a café on the south side of the Maidstone Community Centre that opens onto Ernie Shepherd Gardens
2. Consider incorporating and reflecting the local community in Community Centre upgrades and operations, such as a potential café
3. Incorporate the existing pavilion, playground, cricket nets and basketball court in Dobson Reserve to create an intense park area for the extended family that addresses an entrance at the corner of Montgomery and Yardley Streets
4. Consider incorporating a bbq facility, picnic seats and tables and shelter to the family recreation area in the south west corner of Dobson Reserve
5. Install wayfinding signage at the identified locations
6. Construct on a road bike lane along Churchill Avenues
7. Construct an off road bike path through Ernie Shepherd Gardens between Yardley and Suffolk streets
8. Construct an off road bike path through Dobson Reserve between Yardley and Curtin streets
9. Mark informal bike paths along Suffolk, Curtin, Brunswick and Hampden streets
10. Construct a new perimeter walking track at Dobson Reserve that addresses the edges of the sporting fields
11. Consider the use of a terrace or mound in between the cricket and soccer fields in Dobson Reserve, for spectators to sit and share facilities and amenity
12. Ensure fencing at Dobson Reserve does not impede informal public use
13. Construct a new pedestrian crossing across Essex Street near the corner of Brunswick Street, with kerb outstands, lighting and signage
14. Consider creating a main pedestrian entrance to Dobson Reserve at the corner of Montgomery and Yardley Streets, with appropriate signage and landscaped area
15. Install bike racks in appropriate locations at Ernie Shepherd Gardens, Maidstone Community Centre, Dobson Reserve, the Brunswick Street shops and the major bus stops

ideas + exemplars.....



A.

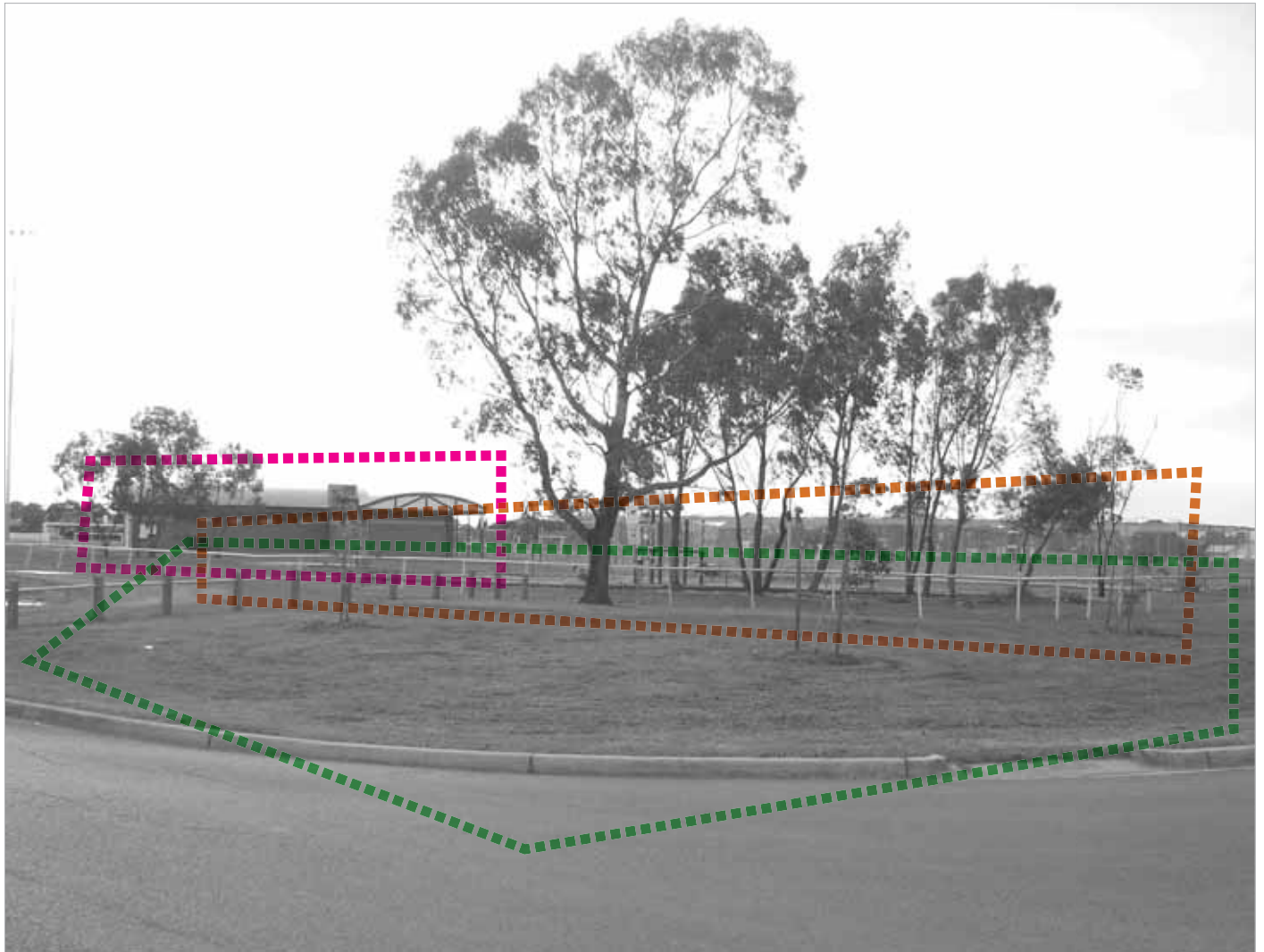


B.



C.

- A. Help support the Brunswick Street shops by upgrading the street with a standard pavement treatment
- B. Take advantage of the mature trees in Ernie Shepherd Gardens and the setting they provide by creating accessible picnic areas
- C. Reconfigure the Maidstone Community Centre to address Ernie Shepherd Gardens



D.



E.

D. Create an intense family recreation area at the south-west corner of Dobson Reserve, with a well planted play area, bbq and sitting area
 E. Reconfigure the pavilion in Dobson Reserve to address a new family recreation area in the south-west corner
 F. Consider the use of a terrace or mound in between the cricket and soccer fields in Dobson Reserve, for spectators to share and share facilities and amenity



F.



G.

G. Create an intense family recreation area at the south-west corner of Dobson Reserve, with a well planted play area, bbq and sitting area

neighbourhood focus_02 burns street

existing conditons- 2007



primary aims

- 1 Construct a new children's hub building, consolidating the kindergarten and M+HC with incorporated community meeting rooms, ensuring that the building addresses and integrates with Rogers Reserve
- 2 Upgrade Rogers Reserve, providing new trees and platforms for seating, in order to provide smaller quality places for passive recreation
- 3 Encourage regeneration of the empty shops on Thompson Street through consultation with appropriate stakeholders
- 4 Upgrade pedestrian paths to local attractions, especially along Burns and Thompson streets and through Rogers and Johnson Reserves



local action plan - 02 burns street

01

things to retain - maintain

1. Maintain new playground
2. Maintain Dobson Kindergarten use
3. Maintain Burns Street Maternal and Child Health use
4. Support private community and educational facilities such as kindergarten, school and nursing home
5. Support local shops on Thomson Street by working with landowners and proprietors

02

things to strengthen-upgrade

1. Prepare a masterplan to upgrade Rogers Reserve, consider significantly planting more trees, addressing the childrens hub, upgrading the main pathways for pedestrian use, lighting along main paths, and platforms for seating
2. Significantly plant out Rogers Reserve, with the aim of providing shade and edges when mature
3. Upgrade the bus stops on Ballarat Road near the corner of Thomson Street, to major bus stops
4. Upgrade Thomson Street along shop fronts with standard pavement details, and quality urban lighting and kerb outstands with street trees to mark the start and end of the shops
5. Upgrade the pedestrian amenity at the signalised crossing point at the Thomson Street and Ballarat Road corner through lighting, signage and shorter waiting times
6. Upgrade street tree planting along Richelieu, Burns and Thomson streets
7. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Richelieu, Burns, Thomson, Babb and Norfolk streets

03

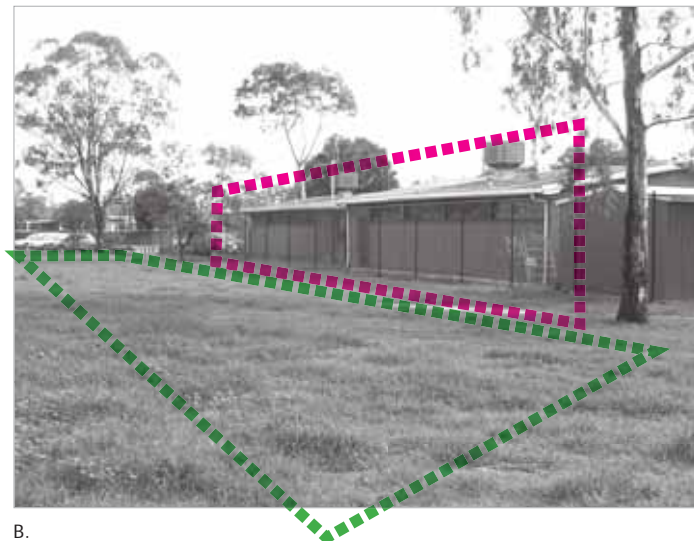
things to add - construct

1. Conduct a feasibility study to construct a new children's hub building in Rogers Reserve, incorporating the existing kindergarten and maternal and child health care uses
2. Ensure the new building in Rogers Reserve addresses and integrates with the park and Burns Street
3. Consider introducing community meeting rooms and other flexible uses for the new children's hub building in Rogers Reserve, to help night surveillance in the park
4. Consider constructing more parking when constructing the new building in Rogers Reserve
5. Construct platforms for seating at nodes within Rogers Reserve
6. Install wayfinding signage at the identified locations
7. Mark informal bike lanes along Burns and Thompson streets
8. Install bike racks in appropriate locations at Rogers Reserve, the new maternal health and kindergarten building, the Thompson Street shops and the major bus stop

ideas + exemplars.....



A.



B.



C.



D.



- A. Maintain good playground facility and construct platforms for seating that integrates with the playground
- B. Construct a new children's hub building that integrates with the surrounding parkland
- C. Support local business by working with landowners and proprietors, and upgrading the infrastructure surrounding the existing retail buildings

- D. Support private community and educational facilities such as kindergarten, school and nursing home

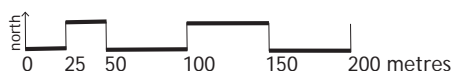
neighbourhood focus_03 essex street

existing conditons- 2007



primary aims

- 1 Upgrade urban pedestrian area along Essex Street, through the use of kerb outstands at corners with street trees, standard pavement details and quality urban lighting
- 2 Construct central median planters along Essex Street to define the foci core and to calm traffic
- 3 Construct new pedestrian crossing and upgrade major bus stop and its surrounding amenity at the corner of Essex and Swan Streets
- 4 Improve the pedestrian permeability of Barkly Street by constructing a central median with street trees and new pedestrian crossings



local action plan - 03 essex street

01

things to retain - maintain

1. Support local shops on Essex Street by working with landowners and proprietors
2. Parkland and playground at Spurling Reserve
3. Drill Hall
4. McNabb Reserve and playground
5. St. John's Catholic Primary School
6. School crossings and kerb outstands on Essex and Eleanor streets

02

things to strengthen-upgrade

1. Ensure the masterplan to upgrade Spurling Reserve and Whitten Oval contributes to the surrounding community, through open parkland and sporting facilities, high quality childcare centre, high quality pedestrian access and amenity
2. Protect and enhance community access to existing open spaces/sports facilities at Whitten Oval
3. Upgrade Essex Street between Stafford and Adelaide streets with standard pavement details, and quality urban lighting and kerb outstands with street trees to mark the start and end of the shops
4. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Essex, Eleanor, Swan and Hocking streets
5. Upgrade the bus stops on Barkly Street near the corner of Swan Street, to major bus stops
6. Upgrade the bus stops at the corner of Essex and Gordon Streets, to major bus stops
7. Upgrade the identified bus stops on Essex Street near the corner of Swan Street, to major bus stops
8. Upgrade street tree planting along Swan, and Eleanor streets

03

things to add - construct

1. Construct central median plantings along Essex Street between Stafford and Sydney streets
2. Construct central median plantings along Barkly Street between Stafford and Sydney streets
3. Install a bbq facility next to existing seating and shelter at the playground area in Spurling Reserve
4. Construct a new pedestrian crossing across Barkly Street near the corner of Swan Street, with kerb outstands, lighting and signage
5. Construct a new pedestrian crossing across Essex Street near the corner of Swan Street, with kerb outstands, lighting and signage
6. Consider rezoning where operating shops exist along Essex Street to further support this use and promote possible expansion
7. Consider constructing a space next to the playground in McNabb Reserve, that can be used for seating, informal play and other family activities
8. Install wayfinding signage at the identified locations
9. Construct on road bike lanes along Barkly and Hocking streets
10. Mark an informal bike lane along Everard Street
11. Install bike racks in appropriate locations at Whitten Oval and Spurling Reserve, Essex Street shops and the major bus stops

ideas + exemplars.....



A.

A. Plant the central median along Essex and Barkly streets



B.

B. Capitalise on the great family play area in Spurling Reserve, through installing a barbecue facility

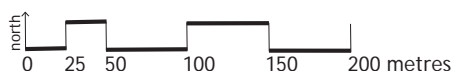
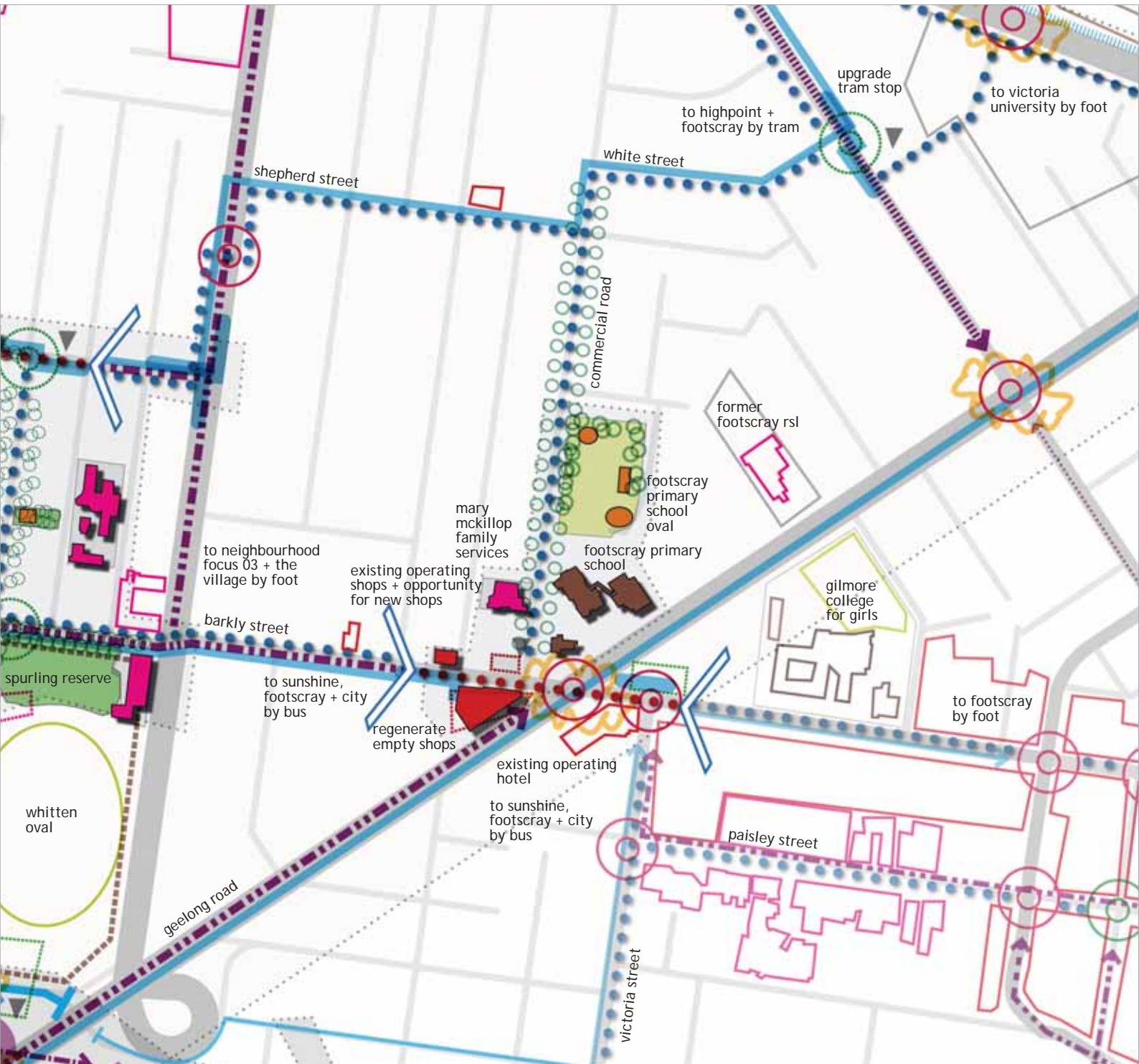
neighbourhood focus_04 footscray west

existing conditons- 2007



primary aims

- 1 Open the school oval to the public after school hours to address lack of open space in the surrounding local area, by addressing accompanying maintenance issues
- 2 Address pedestrian amenity at the Barkly Street and Geelong Road intersection by minimising pedestrian waiting times, constructing pedestrian crossings at slip lanes or closing slip lanes where appropriate
- 3 Upgrade urban pedestrian area, through the use of kerb outstands at corners with street trees, standard pavement details, and quality urban lighting
- 4 Upgrade pedestrian and bike paths to the Droop Street major tram stop, providing access to the VU campus, Highpoint and the river



local action plan - 04 footscray west

01

things to retain - maintain

1. Footscray Primary School
2. Support local shops on Barkly Street by working with landowners and proprietors
3. Mary McKillop Family Services
4. Street Planting of *Ulmus parvifolia* along Commercial Road

02

things to strengthen-upgrade

1. Upgrade Barkly Street between Creswick Street and Geelong Road with standard pavement details, and quality urban lighting and kerb outstands with street trees to mark the start and end of the shops
2. Negotiate with VicRoads to upgrade the pedestrian amenity at the signalised crossing point at Barkly Street and Geelong Road through pedestrian lighting, signage and shorter waiting times
3. Upgrade the bus stops on Barkly Street near the corner of Wolverhampton Street, to major bus stops
4. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Commercial Road and Barkly, White and Victoria streets

03

things to add - construct

1. Resolve maintenance issues regarding after hours public use of the oval at Footscray Primary School, to address lack of local public open space and to take full advantage of facilities
2. Negotiate with VicRoads to close the Geelong Road slip lanes to the south of Barkly Street to improve pedestrian amenity and safety
3. Construct on road bike lanes along Barkly Street
4. Negotiate with DoI to build a tram superstop and pedestrian crossing on Droop Street near the corner of White Street, to accommodate the university commuters
5. Mark informal bike lanes along Shepherd and White streets
6. Construct a plaza area around the bus stop at the Barkly and Victoria Street corner with seating, lighting and signage
7. Install wayfinding signage at the identified locations
8. Install bike racks in appropriate locations at the corner of Barkly Street and Commercial Road
9. Install bike racks in appropriate locations at Middle Footscray Station
10. Construct on road bike lanes along Geelong Road

ideas + exemplars.....



A.

A. Maintain street planting along Commercial Road as they provide good amenity for a pedestrian path



B.

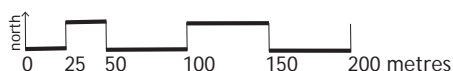
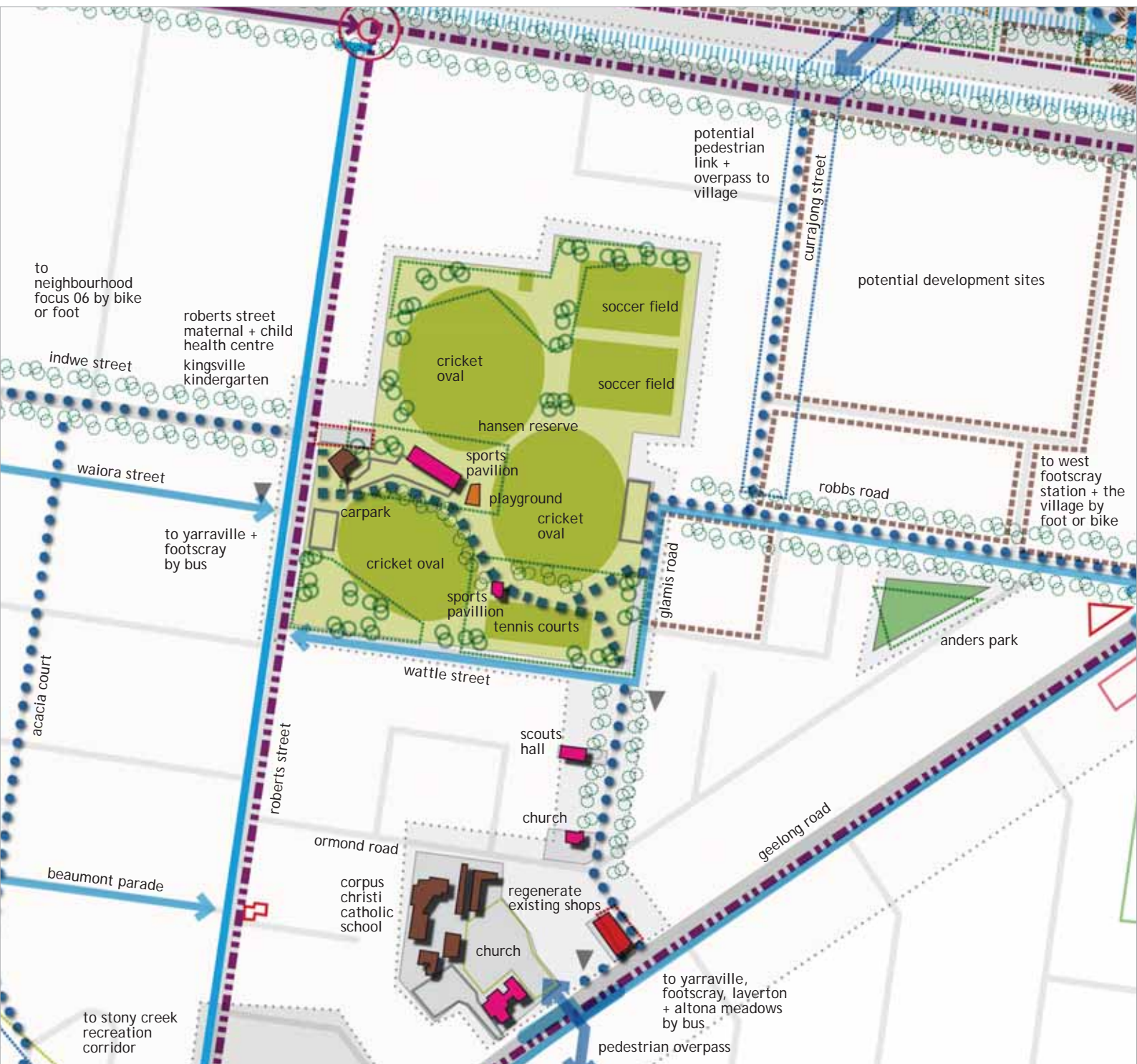
B. Significantly upgrade the pedestrian amenity and waiting times at the corner of Geelong Road and Barkly Street

neighbourhood focus_05 hansen

existing conditions- 2007

primary aims

- 1 Construct pedestrian park path through Hansen Reserve addressing the tennis courts, sport ovals and playground
- 2 Create smaller quality places to provide a range of play opportunities within the reserve, through the use of larger trees, topography, range of materials, platforms, grass and seats
- 3 Upgrade Hansen Reserve according to the approved masterplan
- 4 Construct new pedestrian and bike paths along Wattle Street, Glamis and Robbs Road to connect to the West Footscray Station



local action plan - 05 hansen

01

things to retain - maintain

1. Kingsville Kindergarten, maximising the under utilised site
2. Roberts Street Maternal and Child Health Centre
3. Soccer and cricket fields, sports pavilion and playground at Hansen Reserve
4. Support local shops on Ormond Road by working with landowners and proprietors
5. Maintain on road bike lane along Roberts Street and Somerville Road
6. Employment corridor along Sunshine Road

02

things to strengthen-upgrade

1. Upgrade Hansen Reserve according to the approved masterplan
2. Upgrade Ormond Road along shop fronts with standard pavement details, and quality urban lighting and kerb outstands with street trees to mark the start and end of the shops
3. Upgrade the existing pavilion to incorporate accessible toilets and open up address both Walker Oval and the proposed park/plaza area
4. Extend existing playground to cater to a range of ages, including pre-fabricated play equipment, design play elements, hard surfaces for casual ball games, bocce courts, and shaped lawn area for informal play
5. Relocate the Hansen Reserve bus stops to near the corner of Roberts and Indwe Streets and upgrade to major bus stops
6. Significantly plant out Hansen Reserve, with the aim of providing shade and edges when mature
7. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Indwe Street and Robbs, Ormond and Glamis roads
8. Upgrade street tree planting along Indwe and Wattle streets as well as Robbs, Ormond and Glamis roads

03

things to add - construct

1. Incorporate the existing pavilion, kindergarten and playground in Hansen Reserve to create an intense park/plaza area for the extended family that addresses an entrance path from the corner of Roberts and Indwe Streets
2. Construct the high quality new park/plaza area consider the use of a variety of design elements such as a range of hard materials, and the use of barbecue facilities, picnic tables and seats, shelters, drinking fountain, bike racks, extended playground for a range of ages, bocce courts, change of topography and informal seating and play elements
3. Construct a high quality pedestrian pathway and off road bike path through Hansen Reserve from the corner of Roberts and Indwe Streets to the corner of Wattle Street and Glamis Road, with lighting, trees, seats, high quality materials that form seating terraces to the tennis courts and Barlow Oval
4. Construct a new pedestrian crossing across Roberts Street near the corner of Indwe Street, with kerb outstands, lighting and signage
5. Construct a perimeter path around Hansen Reserve addressing the adjacent sports fields with seating and trees
6. Install wayfinding signage at the identified locations
7. Construct on road bike lanes along Robbs and Geelong road
8. Construct off road bike paths through Hansen Reserve and along Cala Street and Sunshine Road
9. Mark informal bike paths along Indwe and Wattle streets as well as Glamis and
10. Install bike racks in appropriate locations at park, building, shops and the major bus stop
11. Ensure fencing at Hansen Reserve does not impede informal public use

ideas + exemplars.....



A.



B.



C.



D.

A. Hansen Reserve Draft Masterplan February 2000

B. The recreational activities at Hansen Reserve include cricket, australian rules, soccer and tennis

C. Ormond Road shops should be supported through footpath upgrades and working with landowners

D. Upgrade major bus stop on Geelong Road



E.



F.



G.



H.



E. Hansen Reserve Masterplan Playground + Community Area Revision April 2002
 F. Existing playground should be incorporated with a new family plaza area
 G. Address pedestrian entrance from Roberts Street by constructing a new pedestrian crossing and relocating the bus stop

H. Upgrade the gravel carpark that currently marks the entrance to Hansen Reserve and connects the pavilion, kindergarten and playground creating both a carpark and a plaza area

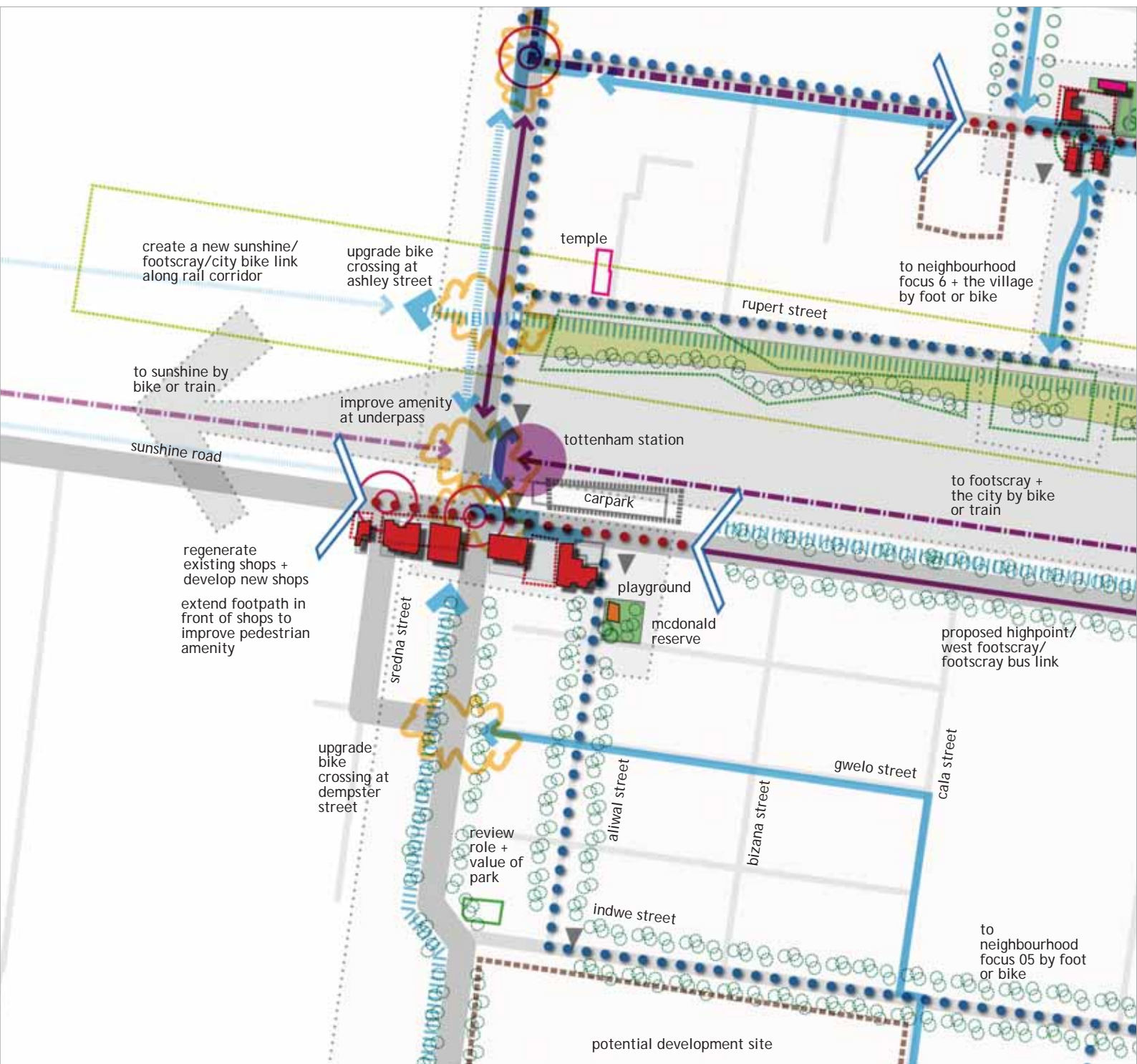
neighbourhood focus_06 tottenham

existing conditions- 2007



primary aims

- 1 Upgrade urban pedestrian area, through the use of kerb outstands at corners with street trees, standard pavement details, and quality urban lighting
- 2 Upgrade amenity and safety at Tottenham Station and its surrounds
- 3 Address lack of active recreation space by upgrading the pedestrian path to Hansen Reserve, along Aliwal and Indwe streets
- 4 Construct new off-road bike path along Paramount Road to Stony Creek recreation corridor



0 25 50 100 150 200 metres

local action plan - 06 tottenham

01

things to retain - maintain

1. Support local shops on Sunshine Road by working with landowners and proprietors
2. Newly upgraded McDonald Reserve and playground
3. Employment corridor along Sunshine Road

02

things to strengthen-upgrade

1. Negotiate with VicRoads to upgrade Sunshine Road along shop fronts between Sredna and Aliwal streets with standard pavement details, and quality urban lighting and kerb outstands with street trees to mark the start and end of the shops
2. Negotiate with DoI and VicTrack to upgrade Tottenham Station
3. Negotiate with VicRoads to upgrade the pedestrian amenity at the signalised crossing point across Sunshine Road at the corner of Dempster Street, through lighting, signage and shorter waiting times
4. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Aliwal and Indwe streets
5. Upgrade street tree planting along Paramount Road, Aliwal and Indwe streets
6. Review role and value of open space on the corner of Dempster and Indwe Streets

03

things to add - construct

1. Negotiate with DoI and bus companies for a new bus route to pass by Tottenham Station and go through West Footscray to Highpoint
2. Explore extending the footpath on the south side of Sunshine Road between Sredna and Aliwal streets, to give more room for the pedestrian
3. Install wayfinding signage at the identified locations
4. Explore the possibility to construct an off road bike path along Paramount Road and Dempster Street
5. Construct on an off road bike path along Cala Street
6. Mark informal bike paths along Gwelo Waiora and Beaumont streets
7. Install bike racks in appropriate locations at park, building, shops and the major bus stop

ideas + exemplars.....



A.



B.

A. Newly upgraded McDonald Reserve



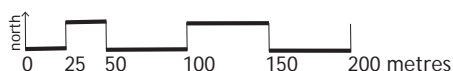
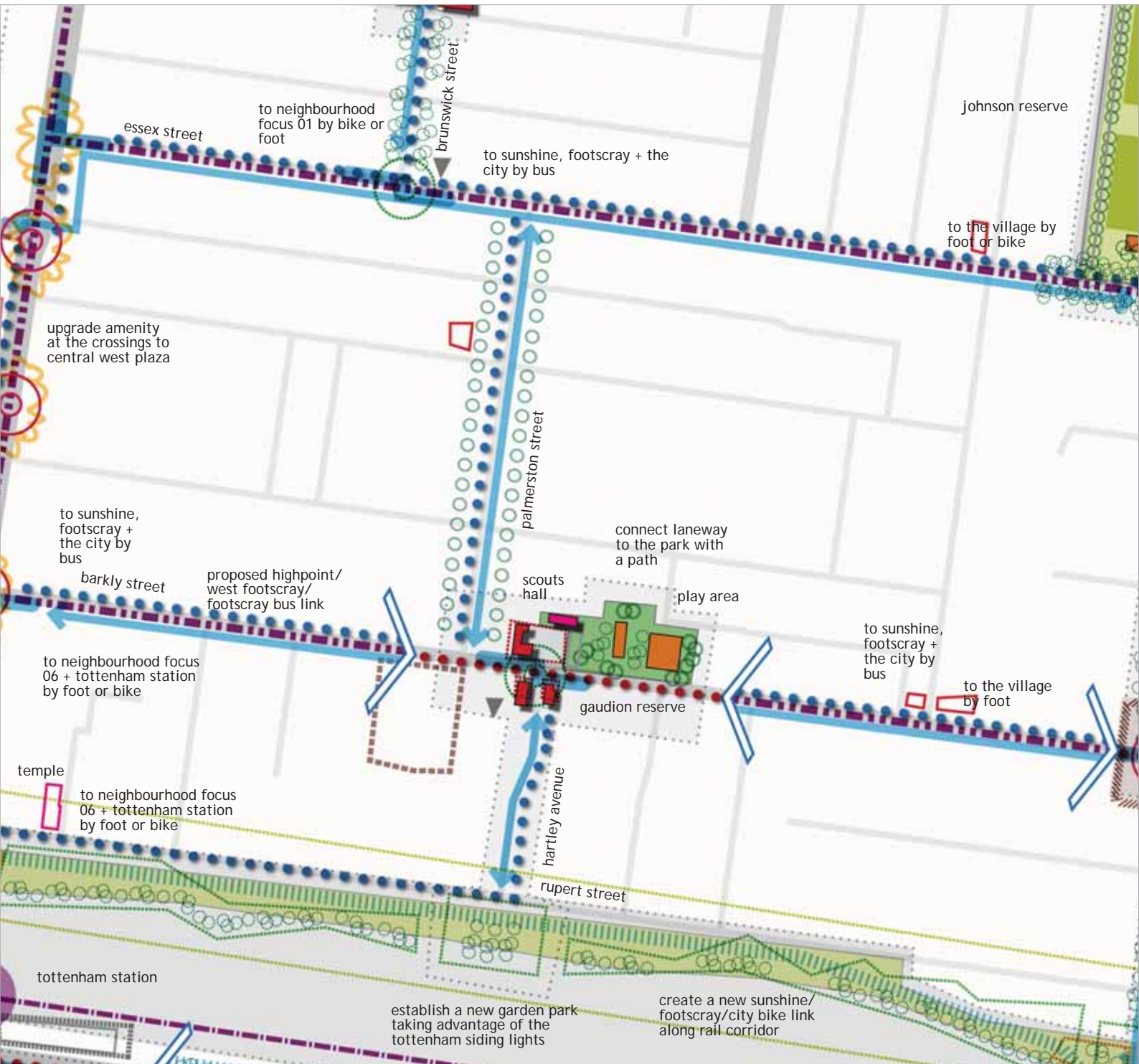
B. Upgrade the footpath in front of the shops on Sunshine Road, and help connect the shops to Tottenham Station

neighbourhood focus_07 barkly west

existing conditions- 2007

primary aims

- 1 Upgrade Gaudion Reserve, with a new pedestrian park path that connects to the laneway, upgraded play opportunities for a range of ages, and fencing along Barkly Street
- 2 Upgrade urban pedestrian area, and construct new pedestrian crossing and upgrade major bus stop and its surrounding amenity
- 3 Construct new park for passive recreation on the railway reserve at the end of Hartley Street, taking advantage of the Tottenham siding lights
- 4 Upgrade pedestrian and bike paths to Tottenham Station and to the village



local action plan - 07 maidstone

01

things to retain - maintain

1. Gaudion Reserve
2. Scouts Building
3. Support local shops on Barkly Street by working with landowners and proprietors
4. Street Planting of *Melia azedarach* along Palmerston Street

02

things to strengthen-upgrade

1. Prepare a detailed design to upgrade Gaudion Reserve to a high quality intense park area for the extended family, consider introducing main pathways for pedestrian access, accessible picnic tables and seating, a range of materials and surfaces, and new perimeter fencing
2. Upgrade Barkly Street between First and Palmerston streets with standard pavement details, and quality urban lighting and kerb outstands with street trees to mark the start and end of the shops
3. Clear the back laneway entrance to Gaudion Reserve to allow public access
4. Negotiate with Scouts to upgrade the Scouts building, opening it up to the park
5. Upgrade and extend the existing playground in Gaudion Reserve to become more integrated with the surrounding parkland
6. Upgrade the identified bus stop on Barkly Street near the corner of Hartley Street to a major bus stop
7. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Rupert, Palmerston, Hartley and Barkly streets
8. Negotiate with Scouts to upgrade the carpark
9. Fill gaps of *Melia azedarach* along Palmerston Street

03

things to add - construct

1. Construct a new pedestrian crossing across Barkly Street near the corner of Hartley Street with kerb outstands, lighting and signage
2. Construct a path through Gaudion Reserve from the south-west corner to the back lane way
3. Construct a new formalised main pedestrian entrance to Gaudion Reserve at the south-west corner
4. Construct an on road bike lane along Barkly Street
5. Mark an informal bike path along Palmerston and Hartley streets
6. Construct off road bike path along the railway reserve
7. Install bike racks in appropriate locations at the Barkly Street shops
8. Install wayfinding signage at the identified locations
9. Reconstruct the perimeter fencing around Gaudion Reserve to double as a seating wall and ensure main entrances are free of obstruction
10. Negotiate with DoI and VicTrack to construct new park for passive recreation on the railway reserve at the end of Hartley Street, with intense planting of trees, a multi-use shelter, seating and pathways
11. Consider constructing a side verandah on the Scout Building to help address Gaudion Reserve

ideas + exemplars.....



A.

A. Create a main pedestrian entrance at the south-west corner of Gaudion Reserve and connect the reserve to the Barkly Street local shops through constructing a new pedestrian crossing
 B. Upgrade the footpath with a standard pavement footpath along Barkly Street between First and Palmerston streets



B.



C.

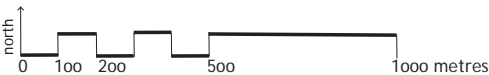
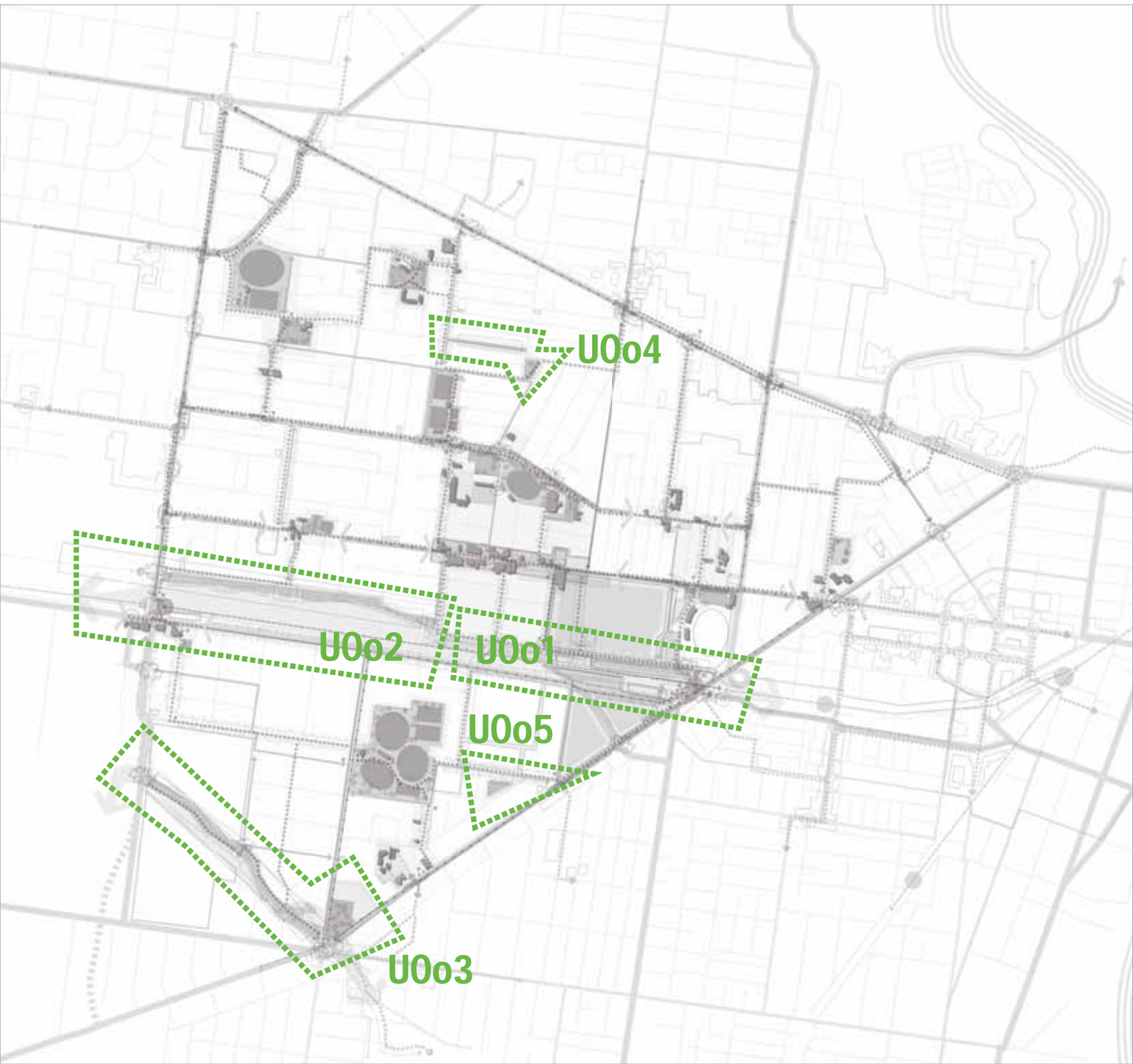


E.






C. Integrate existing play areas with the surrounding parkland
 D. Clear entrance to back laneway and connect to Barkly Street through the construction of a new path
 E. Prepare a detailed design to upgrade Gaudion Reserve

unique opportunitites

The 'unique opportunities' action plans are a list of actions to improve the environment and amenity at special areas across West Footscray. These areas are not high in public use, but offer an opportunity to nurture existing quality in order to develop quite unique areas for the whole of West Footscray to enjoy.



page unique opportunities

146	>UO_01 the trainline east		U0o1
152	>UO_02 the trainline west		U0o2
154	>UO_03 the creek junction		U0o3
156	>UO_04 albert facey street		U0o4
158	>UO_05 anders park		U0o5

unique opportunities

The 'unique opportunities' action plans are a list of actions to improve the environment and amenity at special areas across West Footscray. These areas are not high in public use, but offer an opportunity to nurture existing quality in order to develop quite unique areas for the whole of West Footscray to enjoy.

existing conditions- 2007

West Footscray has a number of large infrastructural barriers that form a number of 'left over' spaces. While currently these spaces are under utilised and neglected, they have the very large potential of becoming some of the most enjoyed spaces in West Footscray.

design intent-2008 + onwards

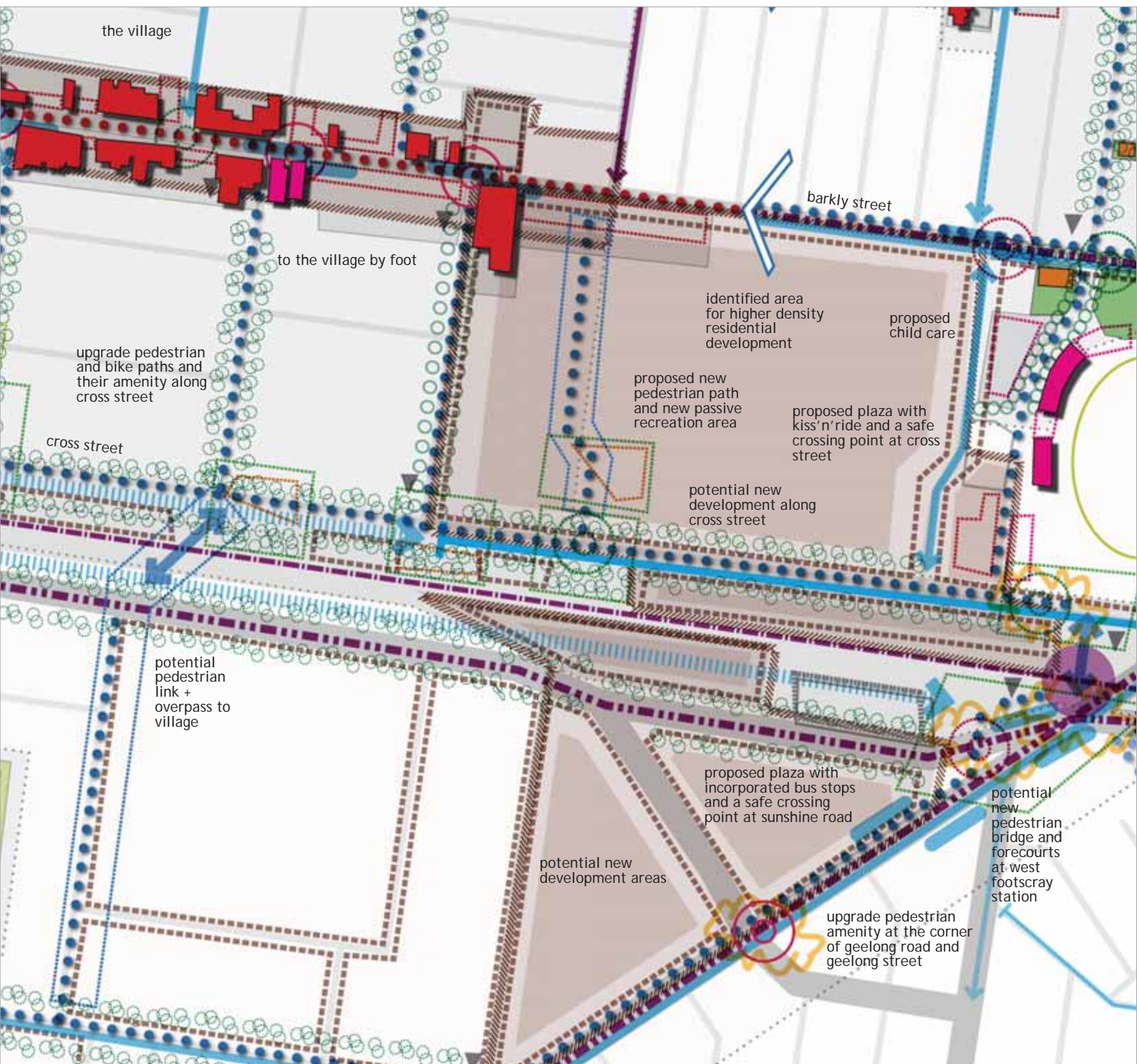
The design intent of the 'unique opportunities' spaces is to take these 'left over' spaces that have been created because we have turned our backs to them, and readdress them in order to allow them to become spaces that are integral to West Footscray. Linear spaces like the creek and trainline can be readdressed and revamped to become vital green recreation corridors and accidental anomalies like can be readdressed and revamped to become small communal and environmental exemplars within the community.

unique opportunity_the trainline east

existing conditions- 2007

primary aims

- 1 Redesign Cross Street in order to significantly improve the pedestrian and cyclist amenity
- 2 Provide people focused, urban spaces at significant entry points along Cross Street, in order to enhance the pedestrian experience
- 3 Develop along the south side of Cross Street, in order to block the trainline and add vibrancy to the street
- 4 Build a new pedestrian crossing, across the railway line at the end of Clarke Street, in order to connect the north and south



local action plan - trainline east

01

things to retain - maintain

1. The avenue planting of *Angophora costata* along Sunshine Road
2. Employment corridor along Sunshine Road

02

things to strengthen-upgrade

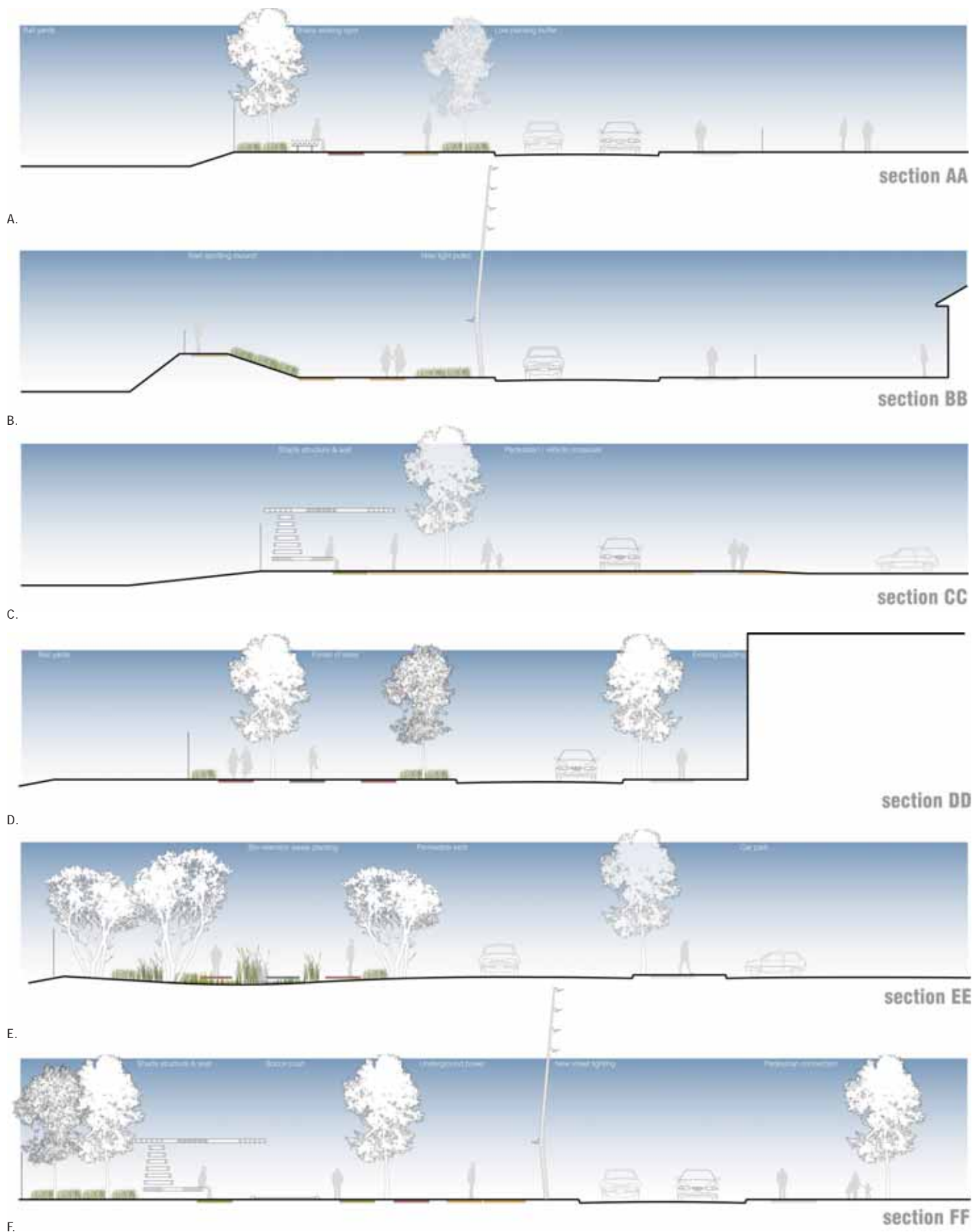
1. Develop a schematic design for Cross Street to help apply for funding grants
2. Develop a masterplan for the length of the trainline in conjunction with Dol
3. Develop a detailed design for Cross Street in conjunction with Dol, VicRoads, VicTrack and other appropriate stakeholders
4. Negotiate the land boundaries along Cross Street with Dol and VicTrack, in order to upgrade the amenity of Cross Street
5. Work with landowners who are developing along Cross Street to design buildings that add to the pedestrian amenity of the street, consider promoting no setbacks, two storey development, limited to no crossovers and clever articulation of the building facade
6. Ensure the Whitten Oval redevelopment formally addresses Cross Street and facilitates safe pedestrian access ways
7. Continue and infill the avenue planting of *Angophora costata* along Sunshine Road
8. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Cross Street
9. Work with the private industry to increase employment in light industrial area along Sunshine Road
10. Upgrade footpaths and road surfaces along Cross Street
11. Upgrade street tree planting along Cross Street

03

things to add - construct

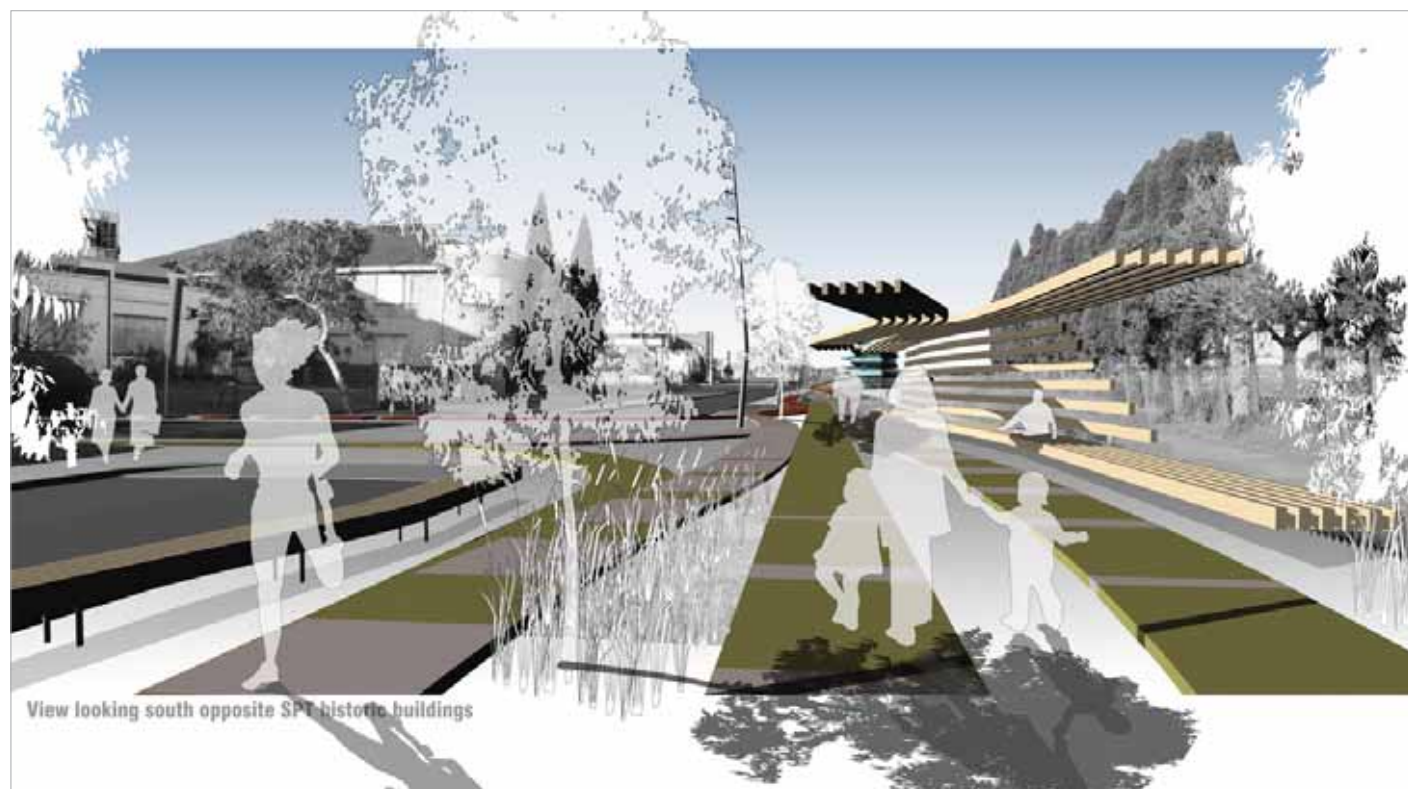
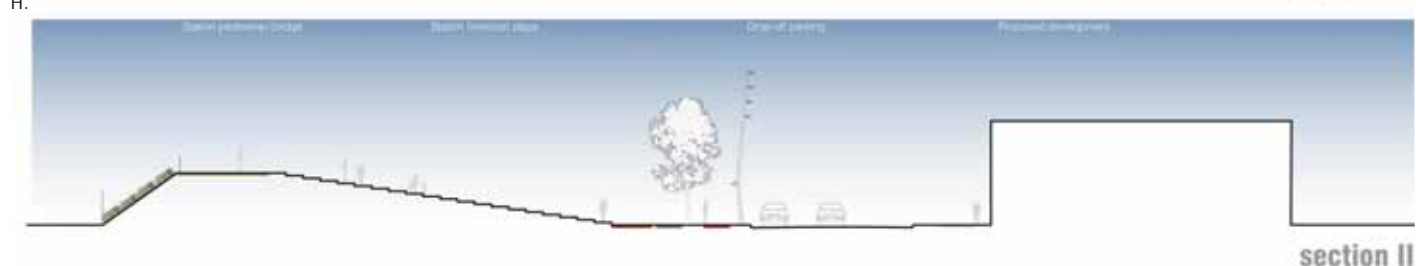
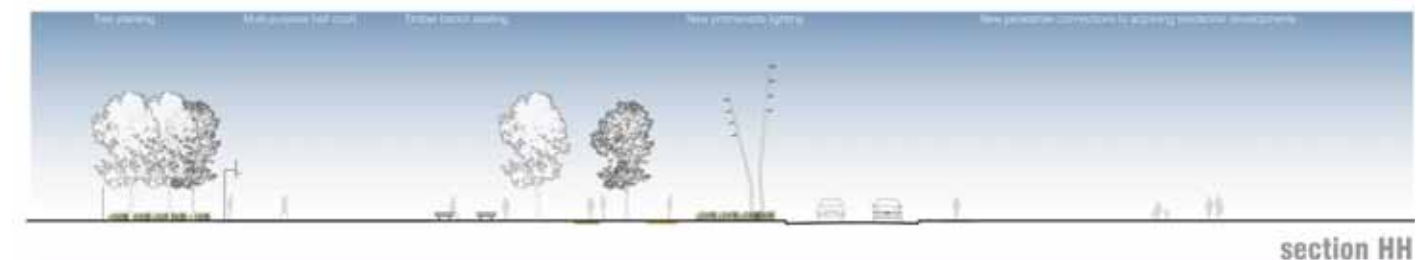
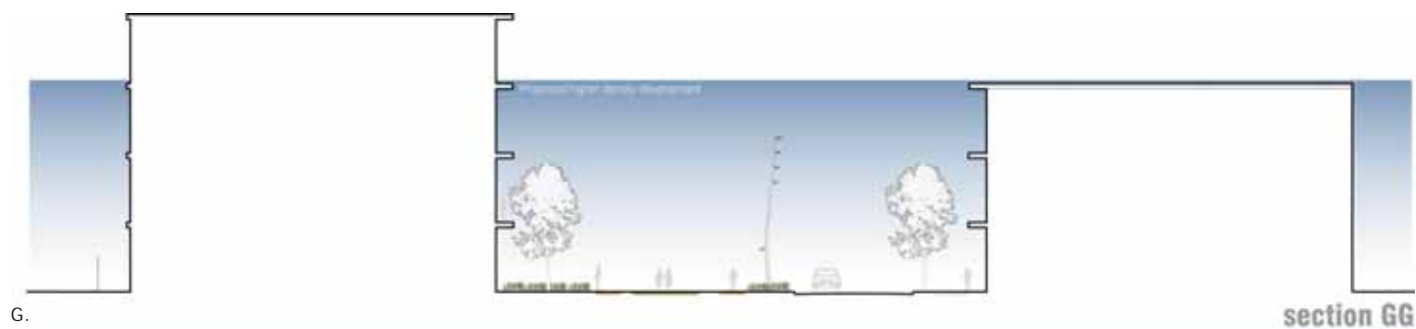
1. Work with developers through the planning process to develop the identified areas both north and south of West Footscray Station as outlined in the G03.01 Higher Density Living Guideline
2. Negotiate with VicRoads to construct a new signalised pedestrian crossing at the corner of Sunshine Road and the Geelong Road service lane
3. Negotiate with Dol and VicTrack to re-develop VicTrack land along Cross Street, constructing medium density housing that helps form an edge to Cross Street, and block views and noise from the railway
4. Negotiate with VicRoads to construct an on-road bike lane along Buckley Street as part of the Principal Bike Network
5. Negotiate with Dol and VicRoads to construct a new pedestrian bridge at West Footscray Station, that accommodates cyclist traffic crossing from Buckley to Cross streets as part of the Principal Bike Network
6. Negotiate with Dol to build a new pedestrian bridge at West Footscray Station, that revitalises and re-addresses the station, creating a landmark structure for the local residents and passing commuters
7. Negotiate with VicRoads to construct an on-road bike lane along Cross Street as part of the Principal Bike Network
8. Negotiate with Dol to build a new plaza area at the north of the pedestrian bridge, spanning across Cross Street, with bike lockers, adequate lighting, seating, and Station signage
9. Create special play or plaza like areas at nodes along Cross Street, where car infrastructure is reduced to create people orientated areas, consider the use of bocce courts, train spotting platforms, a plaza for the station and seating areas
10. Install wayfinding signage at the identified locations
11. Negotiate with Dol to construct an articulated wall sitting between the railway edge and Cross Street
12. Consider working with Dol to construct a new wall that adds to the amenity of Cross Street by constantly changing and redefining spaces along the street, by forming seating or shelters for pedestrians, blocking or enhancing noise from the trains, and hiding or framing views to the railway line
13. Significantly plant out the railway reserve along Cross Street where possible providing amenity, shade and creating a buffer from the railway
14. Negotiate with Dol to construct a new pedestrian crossing, across the railway line at the end of Clarke Street, in order to connect the north and south

ideas + exemplars.....

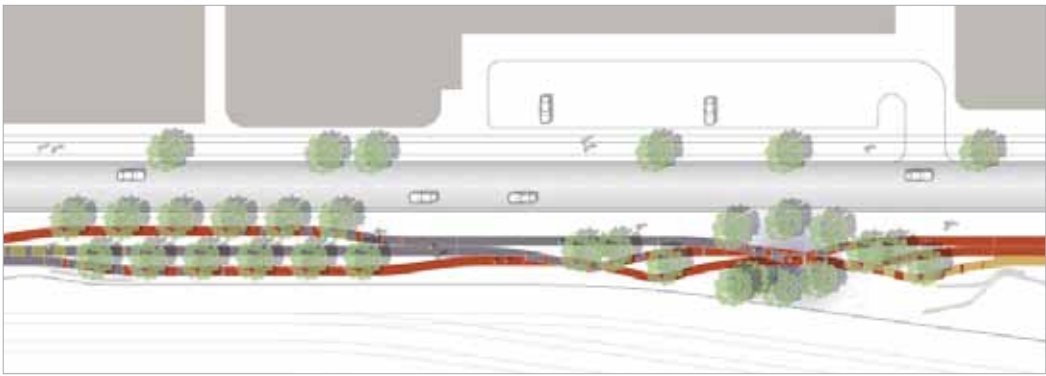


A,B,C,D,E,F,G,H,I. Sections of schematic design for a pedestrian and bike path along Cross Street. Section A is located near the corner of Russell and Cross Streets, working eastward to Section I which is located at the entrance to West Footscray Station on Cross Street. There are a series of paths that intertwine with each other that build in intensity as it runs eastwards to the Station.

The paths come together to create nodes at intersections on Cross Street, where functions and programmes can be located such as bocce courts, viewing platforms, and wall/shelter structures that form seating. Tree planting runs along the street to improve the amenity and create a buffer to the trainline. Pedestrian lighting runs along the street in order to create a safe link from West Footscray Station to the village.



- J. G. The edge of Cross Street is proposed to be articulated by development on the north and on the VicTrack land to the south. This potential development at the east end of Cross Street provide natural surveillance, street activity and help buffer the street from trainline.
- J. A possible new view of Cross Street at the corner of Warleigh Road, with a wall/shelter structure that forms a sittable edge to the railway, a series of paths for both bikes and pedestrians, and planting to create a green buffer
- I. A potential new pedestrian bridge at West Footscray Station can help provide a terraced plaza that creates a public space on Cross Street



K.



L.



M.



N.



O.



P.

K. Schematic plan along Cross Street in front of the old Dunlop building
 L. Schematic plan of the pedestrian and bike path, that creates a node at the proposed new road entrance to the development to the north
 M. Schematic plan with the proposed development to the north and a potential development on the VicTrack land to the south
 N. Proposed new forecourt to the West Footscray Station entrance

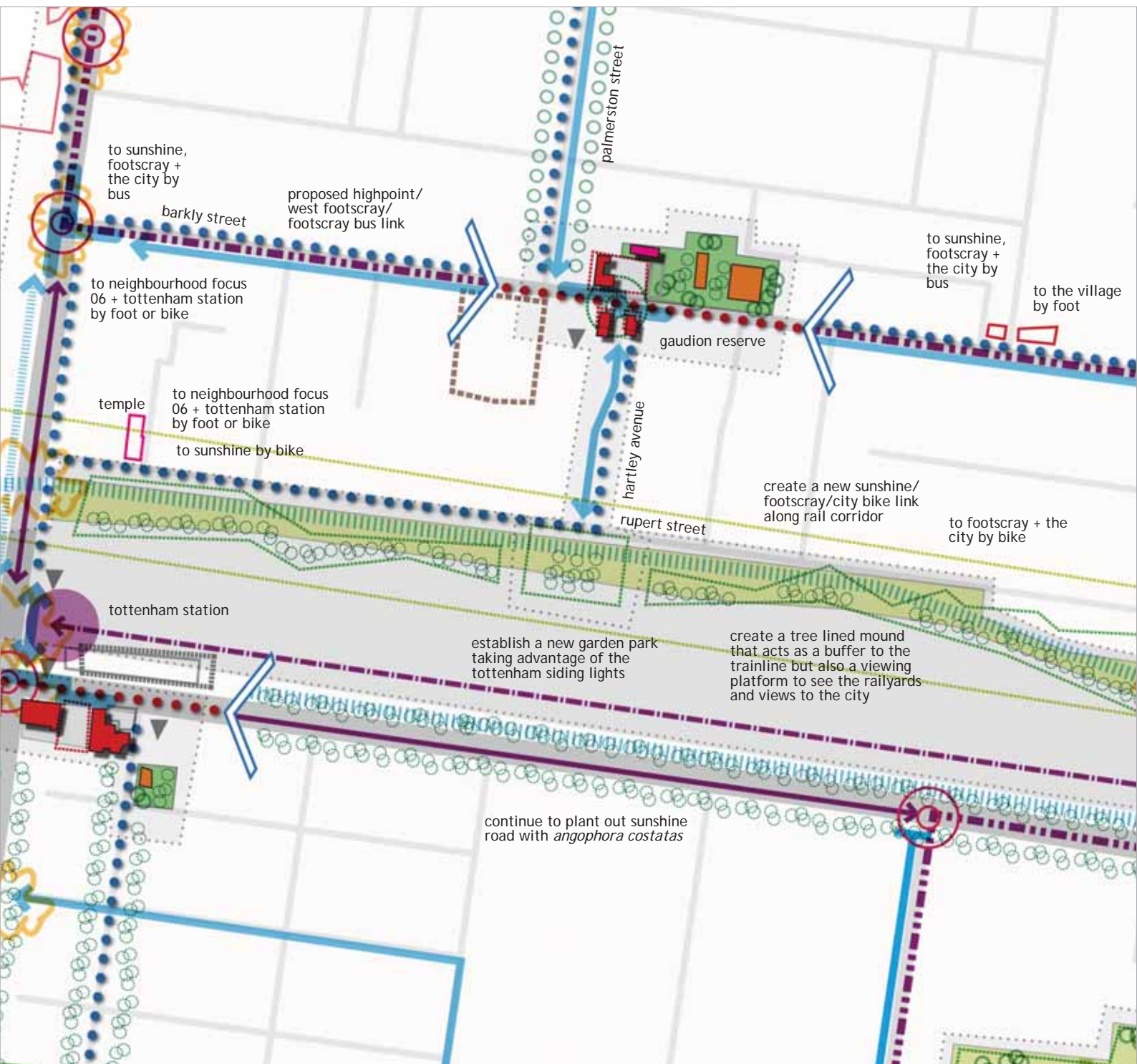
O. Schematic view of the proposed and potential development to each side of the street, with an articulated edge created by a wall/shelter structure
 P. Schematic view of path at the west end of Cross Street

unique opportunity_the trainline west

existing conditions- 2007

primary aims

- 1 Develop a strategic vision for along the north and south of the trainline, in order to decide how the trainline interfaces with the residential neighbourhood
- 2 Construct an off-road bike path that follows the north side of the trainline all the way to Sunshine
- 3 Build a tree lined mound along the trainline edge, subject to the strategic vision, in order to block sound, create an urban forest, and provide a look-out taking advantage of the trainline, the sidings and the city view
- 4 Construct new park for passive recreation on the railway reserve at the end of Hartley Street, taking advantage of the Tottenham siding lights



0 25 50 100 150 200 metres

local action plan - trainline west

01

things to retain - maintain

1. Tottenham sidings and lights
2. Rupert Street Reserve
3. Employment corridor along Sunshine Road
4. Street Planting of *Melia azedarach* along Rupert Street

02

things to strengthen-upgrade

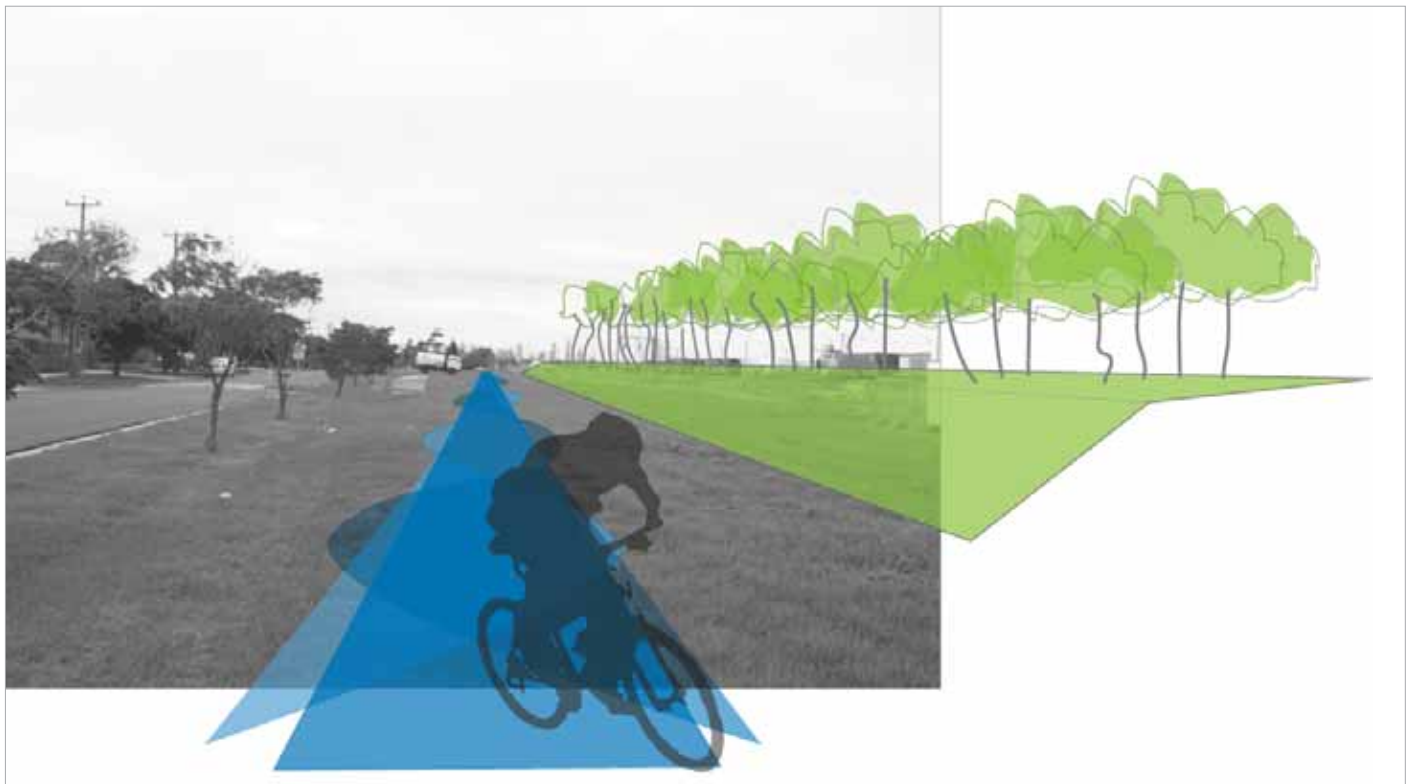
1. Develop a masterplan for the length of the trainline in conjunction with DoI
2. Develop a schematic and detailed design for Rupert Street Reserve in conjunction with DoI, VicRoads, VicTrack, considering the use of a tree lined mound along the trainline edge, subject to the strategic vision, in order to block sound, create an urban forest, and provide a look-out taking advantage of the trainline, the sidings and the city view
3. Renegotiate land ownership and leasing along Rupert Street Reserve with DoI and VicTrack
4. Continue and infill the avenue planting of *Angophora costata* along Sunshine Road
5. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Rupert Street
6. Work with the private industry to increase employment in light industrial area along Sunshine Road
7. Infill street tree planting of *Melia azedarach* along Cross Street

03

things to add - construct

1. Negotiate with DoI and VicTrack to build an earth mound along the railway edge that blocks and heightens view of the railway
2. Negotiate with DoI and VicTrack to create an urban forest along the railway edge to soften the barrier created by the train line and create a missing sense of ownership within the community
3. Negotiate with DoI and VicRoads to construct an off-road bike path along the railway to Sunshine as part of the Principal Bike Network
4. Consider the use of an off-road mountain bike track along the proposed mound as part of the Principal Bike Network
5. Negotiate with DoI and VicTrack to construct a new park for passive recreation on the railway reserve at the end of Hartley Street, with intense planting of trees, a multi-use shelter, seating and pathways
6. Negotiate with VicRoads to construct a new signalised pedestrian and bike crossing across Ashley Street near the corner of Rupert Street
7. Install wayfinding signage at the identified locations
8. Significantly plant out the railway reserve along Rupert Street where possible providing amenity, shade and creating a buffer from the railway

ideas + exemplars.....



A.

A. Schematic view of Rupert Street Reserve with a tree lined mound buffering the trainline and a off road bike path linking Footscray to Sunshine

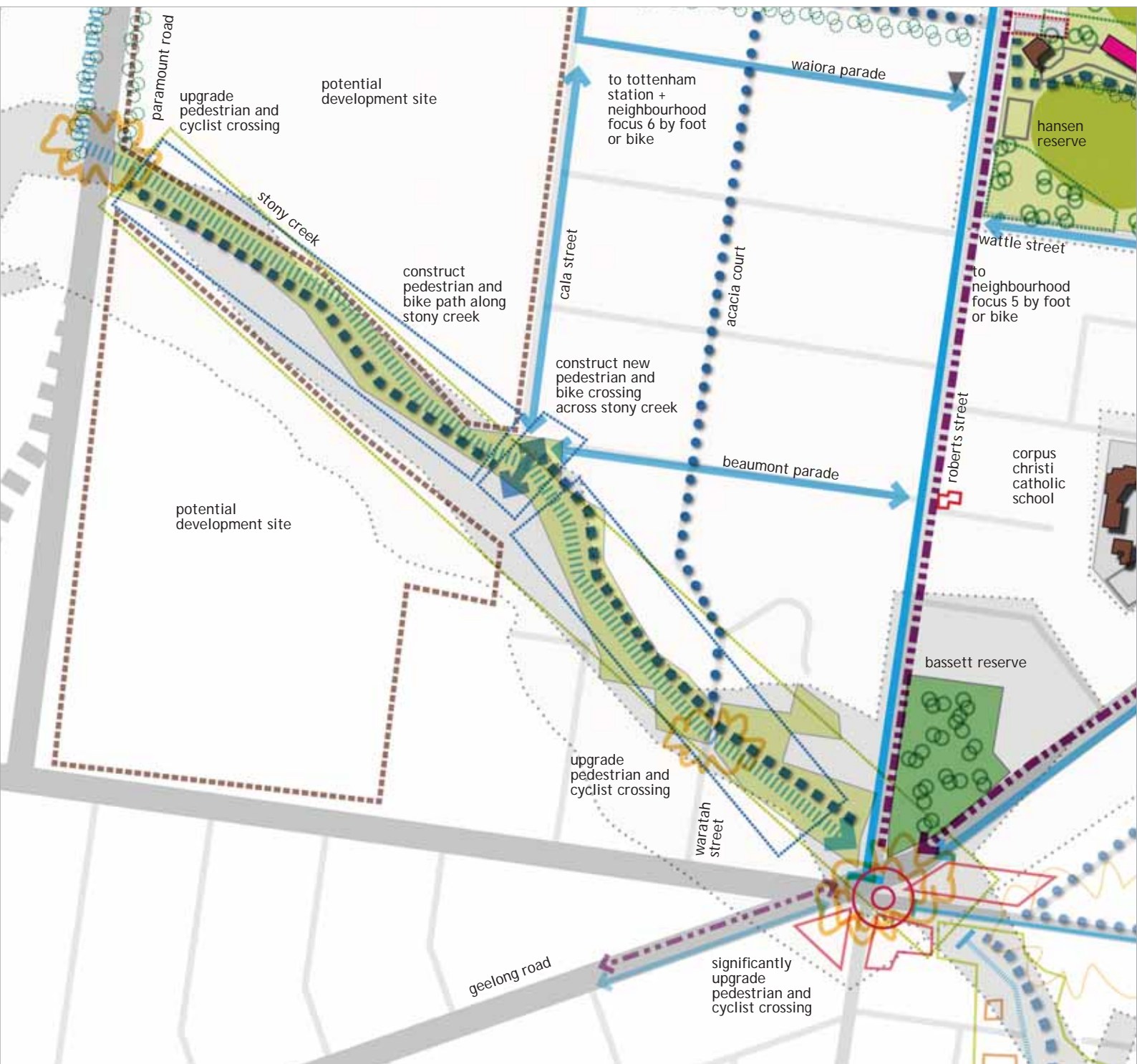
unique opportunity_the creek junction

existing conditions- 2007



primary aims

- 1 Upgrade and construct bike pedestrian path along Stony Creek westwards from Geelong Road, to connect to existing recreation corridor to the east
- 2 Continue to improve the quality of the environmental landscape along the creek, supporting indigenous fauna and flora and providing an aesthetic setting for recreation corridor
- 3 Provide an adequate pedestrian and bike crossing across Geelong and Somerville roads, that is safe and efficient
- 4 Construct a running track and exercise circuit in the best possible location to enable a closed circuit avoiding large barriers such as Geelong Road



local action plan - the creek junction

01

things to retain - maintain

1. Stony Creek and its surrounds
2. Implementation of the Stony Creek Neighbourhood Environment Improvement Plan (NEIP)
3. Cruickshank Park
4. Bassett Reserve and its mature trees
5. On road bike lanes along Roberts Street and Somerville Road

02

things to strengthen-upgrade

1. Develop a masterplan for Stony Creek Reserve between Paramount and Geelong roads in conjunction with all relevant stakeholders
2. Stony Creek masterplan should consider constructing new pedestrian and bike paths, an exercise circuit, reflection spaces, safe intersection crossings and directional signage and maps
3. Prepare a masterplan to refresh Bassett Reserve, consider planting more native trees, constructing pathways for pedestrian use, significantly upgrading seating and signage and addressing Geelong Road
4. Continue to plant out the creek reserve with appropriate indigenous trees and plants in order to restore the health and environment of Stony Creek
5. Upgrade the crossing point for pedestrians and cyclists across Waratah Street
6. Upgrade green spaces and pedestrian infrastructure along Waratah Street and Acacia Court, to create a better pedestrian link to Stony Creek
7. Negotiate with VicRoads to significantly upgrade the amenity and safety for pedestrians and cyclists at the crossing point across Geelong, Somerville and Roberts Road through kerb outstands, shorter waiting times, lighting, signage and a more direct route
8. Upgrade the Paramount Road and Stony Creek crossing point for pedestrians and cyclists across

03

things to add - construct

1. Construct a shared pathway for cyclists and pedestrians along Stony Creek between Paramount and Geelong roads
2. Construct off road bike paths along Cala and Stony Creek
3. Construct on road bike lane along Geelong Road
4. Mark informal bike paths along Beaumont, Wairora and Gwelo streets
5. Link the Stony Creek bike path to the proposed Footscray to Sunshine railway corridor bike path, by exploring the possibility to construct an off road bike path along Paramount Road and Dempster Street
6. Consider adding to the Stony Creek Reserve by taking land as part of any subdivision or new development
7. Work with developers of land adjacent to Stony Creek, to ensure the creek is addressed in a way that adds to its amenity and safety
8. Ensure fencing at main entrance points along Stony Creek does not impede access to the recreational reserve
9. Create a number of running and bike circuits by linking the suburban pathways with the Stony Creek corridor through the use of signage and maps
10. Consider providing a crossing point over Stony Creek, at the end of Cala Street and into the developable land to the south
11. Consider constructing a new pedestrian crossing across Waratah Street near Stony Creek, with kerb outstands, lighting and signage

ideas + exemplars.....



A.

A. Stony Creek at the end of Cala Street, with an entrance gate and goat track



B.



C.

B. The unique environment offered by Stony Creek needs to be nurtured and improved

C. Cruickshank Park located just across Geelong Road, has natural beauty, cycling and running tracks, and scattered play areas such as basketball courts, playgrounds and BMX tracks

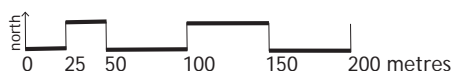
unique opportunity_albert facey street

existing conditions- 2007



primary aims

- 1 Encourage the establishment of a community/residents group to advocate for and commit to an upgrade of Albert Facey Street and the Suffolk Street triangle
- 2 Support further infill of housing along Albert Facey Street, promoting a environmental and community based theme for the street
- 3 Upgrade Albert Facey Street, developing a community focused, environmentally sustainable, shared open space, with design and revitalisation being lead by both Council and the surrounding community
- 4 Upgrade the Suffolk Street triangle to provide intimate spaces for recreation, through the use of mown and un-mown native meadows, timber terracing or decking, and adding to the existing native trees



local action plan - albert facey street

01

things to retain - maintain

1. Suffolk Street Triangle
2. Albert Facey Street and its grassed reserve

02

things to strengthen-upgrade

1. Help form a local community group to help proceed the Albert Facey Street/ Suffolk Street Triangle project
2. Prepare a design for Albert Facey Street through consultation with the surrounding community particularly targeting the adjacent residents, exploring communal spaces and environmental improvements
3. Prepare a design for Suffolk Street Triangle through consultation with the surrounding community
4. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Suffolk Street
5. Upgrade the pedestrian amenity at the crossing point across Suffolk Street near Studley Street through kerb outstands and lighting
6. Upgrade the pedestrian amenity at the crossing point across Suffolk Street near Church Street through kerb outstands and lighting

03

things to add - construct

1. Construct a formed path through the Suffolk Street Triangle connecting pedestrians through Suffolk Street
2. Consider providing intimate spaces for recreation in Suffolk Street Triangle, through the use of mown and un-mown native meadows, timber terracing or decking, and adding to the existing native trees
3. Mark an informal bike path along Thomson, Suffolk and Church streets

ideas + exemplars.....



A.

A. Albert Facey Street has a significant grassed verge, creating a unique streetscape, recent infill housing has started to address the street and presents an opportunity to create a special space



B.

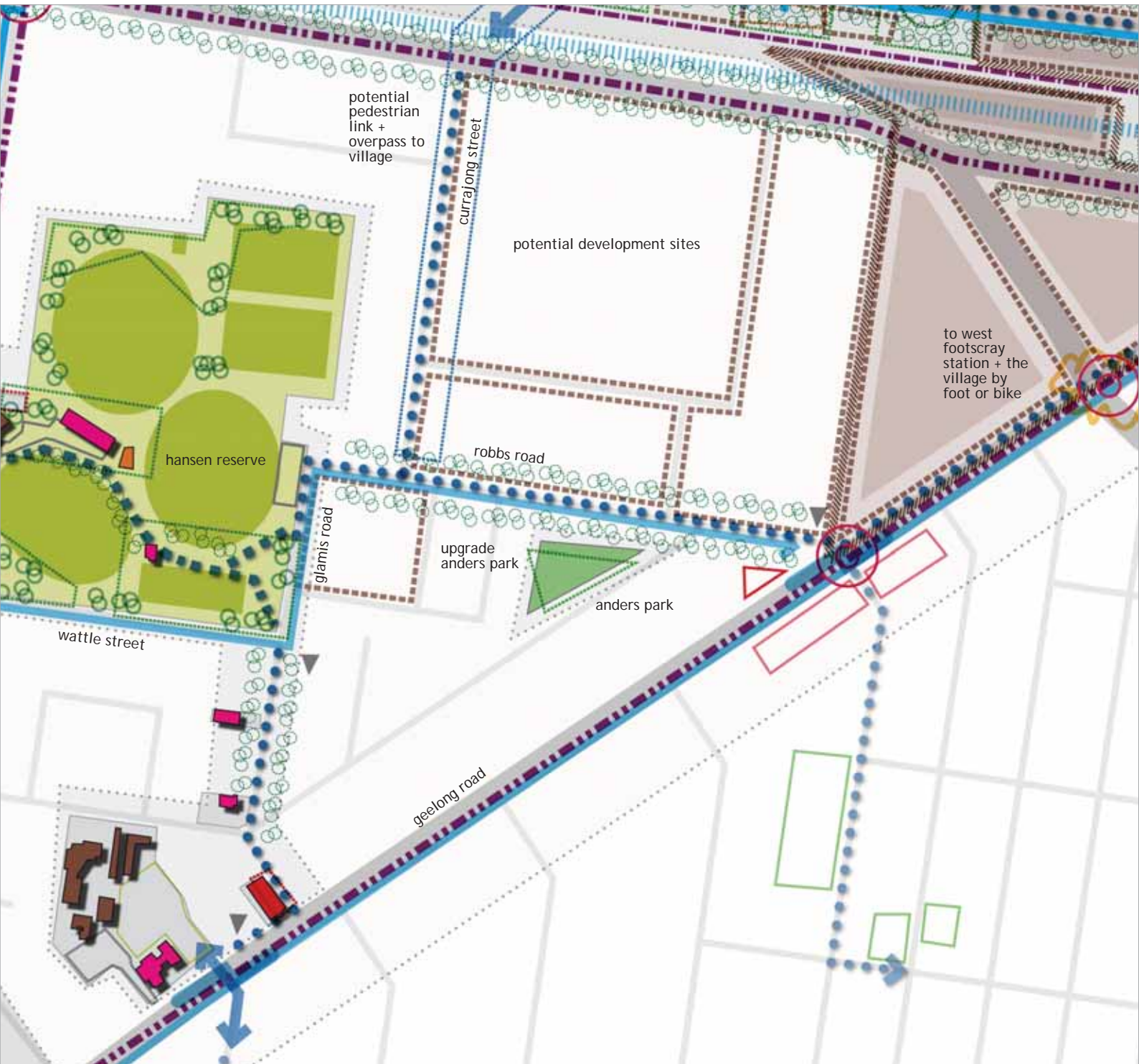
B. The Suffolk Street triangle which sits just to the east of Albert Facey Street, creating a green corridor

unique opportunity_anders park

existing conditons- 2007

primary aims

- 1 Formalise the landscape setting by establishing a garden bed along two sides of the reserve that will contain existing and new native trees, providing shade and biodiversity
- 2 Upgrade Anders Park, developing a community focussed, environmentally sustainable, shared space, with design and revitalisation being lead by both Council and the surrounding community
- 3 Construct three garden plots for the community to plant and collect herbs as they wish
- 4 Focus community interaction by providing a raised hardscaped area, with seating and shade, allowing the surrounding residents to have community gatherings



local action plan - anders park

01

things to retain - maintain

1. Friends of Anders Triangle (FOAT)
2. Anders Park and its maintenance of lawn areas and trees

02

things to strengthen-upgrade

1. Prepare a detailed design for Anders Park based on the proposed actions agreed on by Council and FOAT, through extensive consultation with adjacent residents and FOAT
2. Upgrade the three laneways with hardscaped pathways and formal entrances

03

things to add - construct

1. Construct garden beds along the west and south/east sides of Anders Park, planted with native trees to provide shade in summer, yet allow the northern sun in summer
2. Ensure the garden beds are a minimum of 2.5 metres from the fence line
3. Construct three garden plots for the community to plant herbs, ensure that at least one plot has shading to allow a range of plants
4. Ensure the garden plots are accessible, by constructing them to a sufficient height to reduce bending, allowing them to double as seating
5. Construct a hard stand area with elements that forms seating, benches and shelter, where private barbecues, seating and tables can be located

ideas + exemplars.....



A.



B.



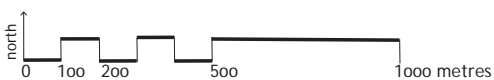
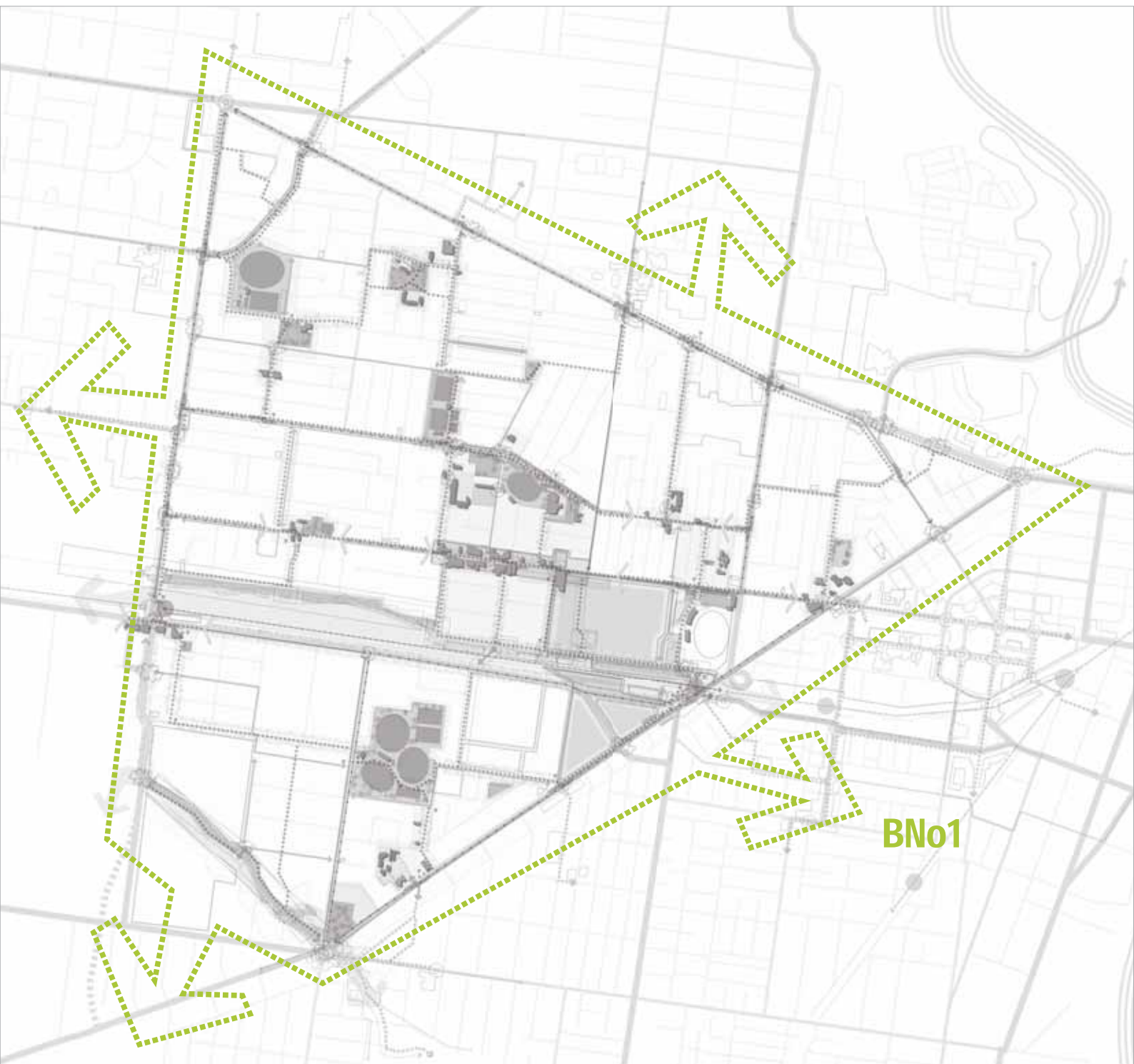
C.



- A. One of three laneways that link to Anders Triangle
 B. Existing garden plot constructed by local residents
 C. Planted corner of Anders Triangle compared to the largely bare corner

the broader network

The 'broader network' action plans are a list of actions to improve connections from West Footscray to surrounding Major Activity Centres, via sustainable transport options. Focussing on reliable, daily transport options to the surrounding centres such as Footscray, Highpoint, Sunshine and the City.



action plans - the broader network

the broader network

The 'broader network' action plans are a list of actions to improve connections from West Footscray to surrounding Major Activity Centres, via sustainable transport options. Focusing on reliable, daily transport options to the surrounding centres such as Footscray, Highpoint, Sunshine and the City.

existing conditions- 2007

West Footscray is well serviced by arterial roads to the north, east, south, west and through the middle. While this network of roads works well for drivers, these large arterials can act as barriers for pedestrians and cyclists. There are currently only a number of designated bike routes in West Footscray. The pedestrian footpath network is extensive, however the amenity along it is often not inviting, and crossing points may be hazardous. Buses can take advantage of these large arterials; however it is these busy roads where bus commuters do not like waiting. The buses that run internally, along Essex and Barkly Streets currently work well. There is currently a very obvious gap of public transport in the north south direction.

design intent-2008 + onwards

This well connected road network that supports car use very effectively, is exactly what can support also sustainable transports, like walking, cycling and bus services. The intent is to firstly connect all the 'priority nodes' and 'neighbourhood foci' by bike or foot. Secondly connect West Footscray to the recreation corridors to the north, south and east by bike or foot. Thirdly connect West Footscray to its neighbours, such as Footscray (bike, foot, bus, train, tram), Sunshine (bike, bus, train), Highpoint (bike, bus, tram) and the City (bike, bus, train).

While a well connected bike network currently does not exist, the road network can easily support it; by creating an internal network that connects all the local attractions, and then linking them to external attractions, crossing the arterials at safe crossing points. This extensive road network can also support a strong pedestrian network, through the upgrade of the pedestrian amenity and creating safe crossing points.

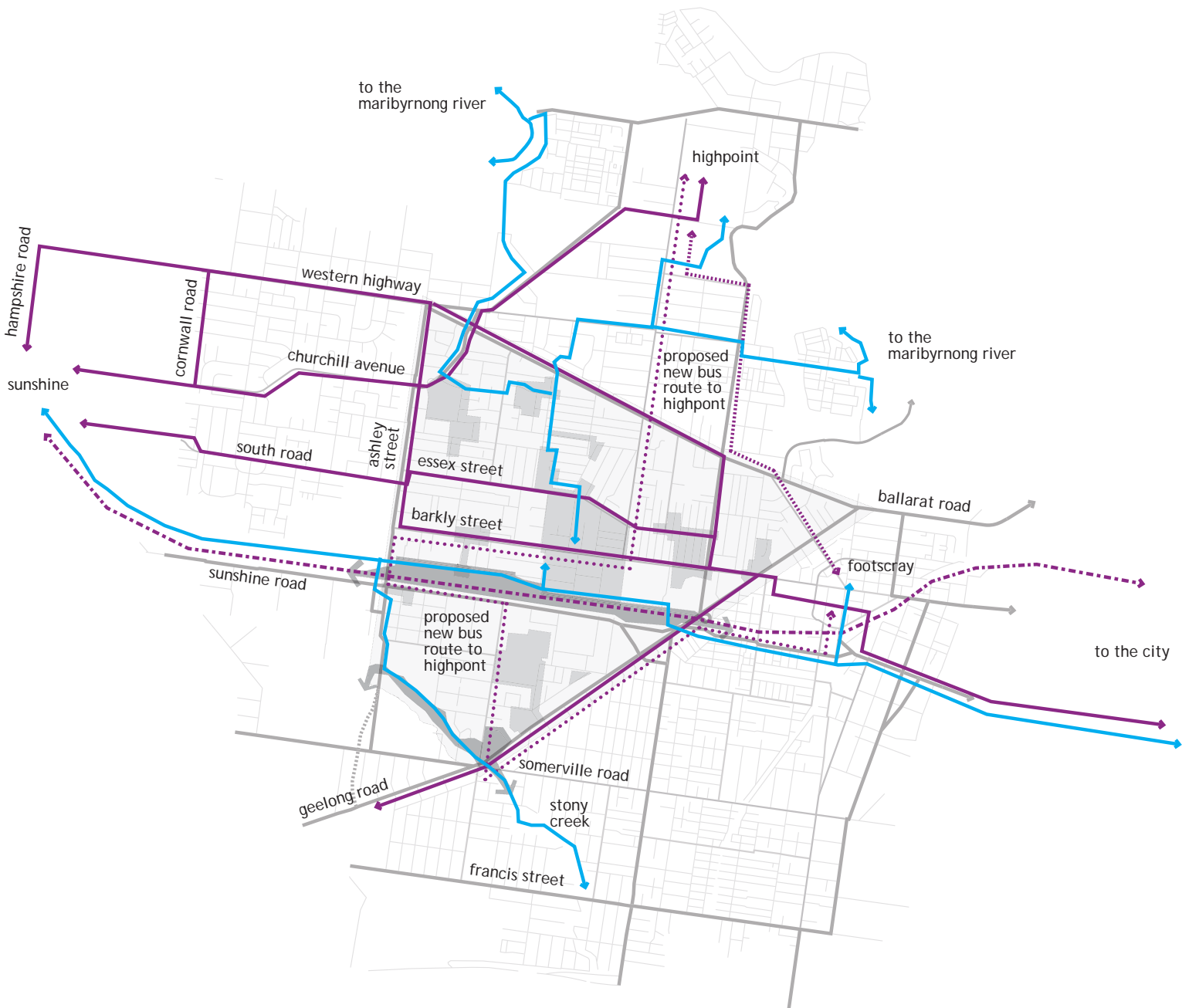
broader network_transport links

existing conditons- 2007



primary aims

- 1 Provide a new bus route through West Footscray to Highpoint, addressing the missing north/south link in public transport
- 2 Provide a bike connection from Footscray to Sunshine, along the railway line as part of the Principal Bike Network
- 3 Provide a safe designated on-road bike connection through West Footscray to Highpoint and the recreation corridors to the north
- 4 Provide a bike and pedestrian connection from West Footscray through to the recreation corridor to the south along Stony Creek



01

things to retain - maintain

1. Main arterials such as Ashley Street, Geelong, Ballarat and Paramount roads
2. West Footscray and Tottenham Stations
3. Bus routes such as routes 216, 219, 220, 408, 409, 410, 411, 412, 414
4. On road bike routes along Somerville Road, Roberts, Cross, Errol, Buckingham, Raleigh, Mitchell, Mephan, Pilgram and Victoria streets

02

things to strengthen - upgrade

1. Negotiate with DoI and VicTrack to upgrade West Footscray Station and its surrounds
2. Negotiate with DoI and VicTrack to upgrade Tottenham Station and its surrounds
3. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along Barkly and Essex streets
4. Ensure the footpath, kerb crossings and street lighting are safe and DDA compliant along identified pedestrian pathways
5. Negotiate with VicRoads to review the role of Churchill Avenue, Sunshine and Roberts roads, and Gordon and Buckley streets as state significant roads, looking to reduce to local collectors in the long term
6. Work with DoI and the relevant bus companies to upgrade the bus stops to major bus stops at the following locations:
 1. Barkly Street near Ashley Street
 2. Barkly Street near Palmerston Street
 3. Barkly Street near Argyle Street
 4. Barkly Street near Clarke Street
 5. Barkly Street near Summerhill Road
 6. Barkly Street near Elenor Street
 7. Barkly Street near Commercial Road
 8. Essex Street and Gordon Street
 9. Essex Street near Everard Street
 10. Essex Street near Market Street
 11. Essex Street near Argyle Street
 12. Essex Street near Palmerston Street
 13. Essex Street near Ashley Street
 14. Ashley Street near Essex Street
 15. Ballarat Road and Gordon Street
 16. Ballarat Road near Eleanor Street
 17. Ballarat Road near Summerhill Road
 18. Ballarat Road near Thomson Street
 19. Ballarat Road near Churchill Avenue
 20. Churchill Avenue near Ballarat Road
 21. Churchill Avenue near Ashley Street
 22. Ashley Street near Churchill Avenue
 23. Sunshine Road near Geelong Road
 24. Geelong Road near Sunshine Road
 25. Geelong Road near Robbs Road
 26. Geelong Road near Lewis Street
 27. Droop Street near Tiernan Street

03

things to add - construct

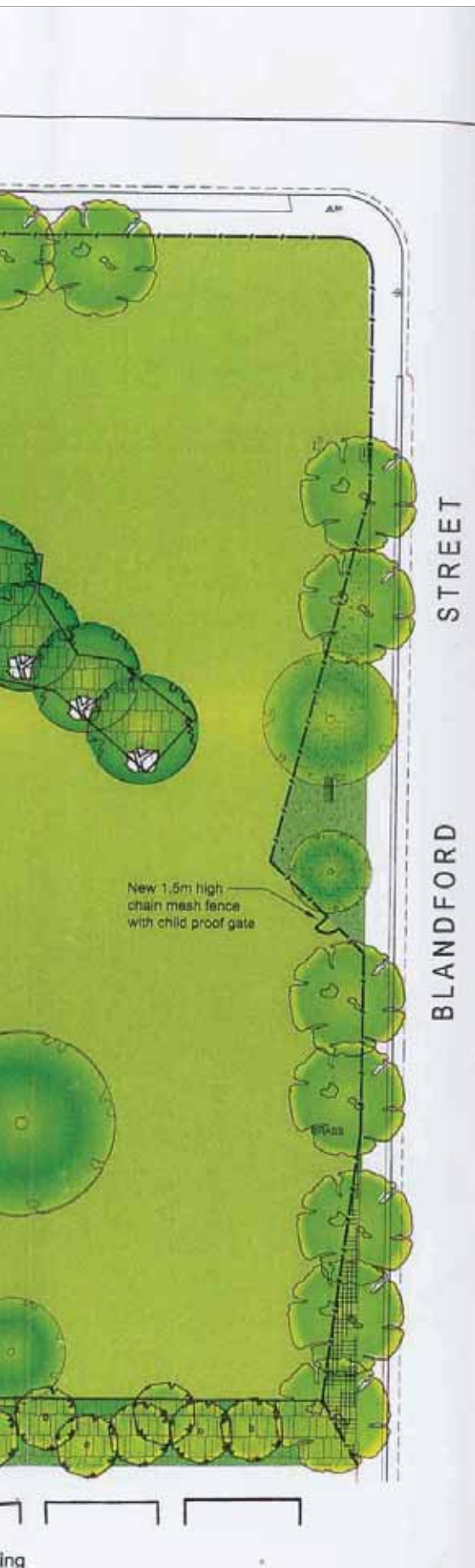
1. Negotiate with DoI and bus companies to introduce a new bus route that runs from Footscray, through West Footscray to Highpoint
2. Explore the new bus route running along Buckley Street, Geelong Road, Roberts Street, Sunshine Road, Ashley Street, Barkly Street, Summerhill Street, Rosamond Road
3. Negotiate with DoI and VicTrack to construct an off road bike path along the railway reserve between West Footscray Station to Sunshine Station
4. Construct an off road bike path along Stony Creek between Paramount Road to Geelong Road
5. Negotiate with DoI to build a tram superstop and pedestrian crossing on Droop Street near the corner of White Street to accommodate the university commuters
6. Negotiate with VicRoads to construct on road bike lanes along Geelong and Gordon roads and Churchill Avenue
7. Construct on road bike lanes along Robbs Road, Barkly, Droop, Blandford, Russell and Hocking streets
8. Construct off road bike paths along Sunshine Road, Cross, Rupert and Cala streets, Stony Creek, Hansen, Dobson and Johnson Reserves and Ernie Shepherd Gardens
9. Mark informal bike paths along Waiora Parade, Thomson, Curtin, Burns, Richelieu, Suffolk, Church, Palmerston, Hartley, Everard, Gwelo, Beaumont, Shepherd, White and Brunswick streets
10. Negotiate with VicRoads to explore ways of constructing a bike path between the creek and railway bike paths along Paramount Road
11. Work with private industry to locate a car share facility within the Village, near West Footscray Station
12. Construct a signed, designated on road bike route from West Footscray to Highpoint
13. Explore the new Footscray to Highpoint bike link running along Blanford Street, Essex Street, Johnson Reserve, Thomson Street, Short Street, Spurling Street, Ragan Street, Mitchell Street, Rosamond Road, River Street, Robert Barrett Reserve



o4_ implementation plan

page implementation plan

166 *implementation plan*



implementation plan

Actions/Projects

Built environment

	Timeframe															Responsible agents	Reference pages
	20-07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
1. Establish a West Footscray Trader Group																Council (S+ED)* + local traders	59, 120
2. Work with developers to establish a new child care centre at Spurling Reserve																Council + Western Bulldogs	60, 137
3. Review and upgrade the YMCA building and integrate with Barrett Reserve and the scout building																Council	60, 120
4. Maximise the use of the Kingsville Kindergarten site through integrating with Hansen Reserve																Council	60, 141
5. Conduct a feasibility study to replace the community buildings in Rogers Reserve																Council	60, 135
6. Design and construct new children's hub building in Rogers Reserve																Council	60, 135
7. Review and upgrade community building in Ernie Shepherd Gardens																Council	60, 131
8. Consider relocating the Church Street community and educational facility to Barrett Reserve																Council	60, 120
9. Work with landowners along Barkly Street to upgrade the appearance of the commercial buildings																Council	59,120
10. Work with landowners along Barkly Street to infill the gaps along the retail street and develop above of commercial buildings																Council	59,120
11. Facilitate the regeneration of empty shops within each neighbourhood focus																Council	59, 130-147
12. Promote environmentally sustainable design across all buildings																Council (UP)*	59-62
13. Promote best practise design and construction across all new buildings																Council (UP)*	59-62

Relevant Documents:

Council Documents

- > Ageing Well Strategy 2004-2016 (2004)
- > Asset Management Policy + Strategy (2003)
- > Children's Services Best Value Review 2004/05 (2004)
- > Community Engagement Framework (2000)
- > Disability Policy and Action Plan 2007-2012 (2007)
- > External Security Devices on Commercial Premises Policy (2002)
- > Funding of Neighbourhood Houses and Community Centres Policy (1996)
- > General Purposes Local Law (2005)
- > Greenhouse Reduction Strategy (2006)
- > Hire of Community Buses Policy (1995)
- > Housing Strategy (2000)
- > Maribyrnong Early Years Plan (2006)
- > Maribyrnong Heritage Plan (2002)
- > Maribyrnong Integrated Transport Strategy (2001)
- > Maribyrnong Planning Scheme - Local Planning Policy Framework
- > Naturestrip Landscape Policy and Guidelines (2004)
- > Property Management Policy (1995)
- > Retail Development and Activity Centre Policy (1998)

- > Review of Retail Development and Activity Centre Policy Volume 1 (2006)
- > Review of Retail Development and Activity Centre Policy Volume 2 (2005)
- > Youth Services Action Plan 2004-2006 (2004)

Other Documents

- > Activity Centre Design Guidelines (2005) DSE
- > Melbourne 2030 (2002) DSE
- > Safer Design Guidelines for Victoria (2005) DSE
- > Western Regional Housing Statement (2006) Western Regional Housing Working Group

* Council Departments

S+ED - Strategy + Economic Development

UP - Urban Planning

Actions/Projects

Recreation Reserves

	Timeframe															Responsible agents	Reference pages
	20-07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
1. Upgrade Martin Reserve																Council (L+OS)*	67, 120
2. Design and upgrade Barrett Reserve and integrate with the adjacent YMCA and scout buildings																Council (L+OS)*	67, 120
3. Design and upgrade Anders Triangle																Council (L+OS)*	67, 163
4. Design and upgrade the south Johnson Reserve																Council (L+OS)*	65, 120
5. Design and upgrade Gaudion Reserve																Council (L+OS)*	67, 147
6. Develop a masterplan for Dobson Reserve																Council (L+OS)*	65, 67, 131
7. Design and upgrade Ernie Shepherd Gardens																Council (L+OS)*	67, 131
8. Design and upgrade the south of Hansen Reserve																Council (L+OS)*	67, 141
9. Design and upgrade the south west of Dobson Reserve																Council (L+OS)*	67, 131
10. Design and upgrade Rogers Reserve																Council (L+OS)*	67, 135
11. Design and upgrade Rupert Street Reserve																Council (CD+PM, L+OS)*	65, 67, 157, 167
12. Develop a masterplan along Stony Creek																Council + Melbourne Water	65, 159, 167
13. Design and upgrade Bassett Reserve																Council (L+OS)*	67, 159
14. Design and upgrade Albert Facey Street and Suffolk Street Triangle																Council (L+OS, IP+C)*	67, 161
15. Design and upgrade McNabb Reserve																Council (L+OS)*	69, 137
16. Design and upgrade Hansen Reserve																Council (L+OS)*	65, 67, 141
17. Design and upgrade Dobson Reserve																Council (L+OS)*	65, 67, 131
18. Negotiate to allow Footscray Primary School oval for public use																Council	65, 139

Relevant Documents:

Council Documents

- > Community Engagement Framework (2000)
- > Dogs in Public Spaces Review (February 2000)
- > Greenhouse Reduction Strategy (2006)
- > Hansen Reserve Draft Masterplan (2000)
- > Hansen Reserve Masterplan (2002)
- > Infrastructure Development Contributions Policy (1996)
- > Maribyrnong Planning Scheme - Local Planning Policy Framework
- > Maribyrnong Regional Parklands Future Directions and Footscray Park (1998)
- > Maribyrnong Valley Vision (1997)
- > Municipal Public Health Plan (2003)
- > Naming Policy (1999)
- > Open Space Strategy (2006)
- > Parks and Gardens Signage Manual
- > draft Playground Strategy (2007)
- > Principals for the Planning of New Residential Developments (1998)
- > Property Management Policy (1995)
- > Public Lighting Policy (1998)
- > Safer Communities Policy and Action Plan (2003)
- > Sports Development Strategy (2006)
- > Stormwater Management Plan (2001)
- > Street Tree Policy and Protocols (1998)
- > Sustainable Water Management Plan (2006)
- > Youth Services Action Plan 2004-2006 (2004)

Other Documents

- > Activity Centre Design Guidelines (2005) DSE
- > draft Maribyrnong River Valley Project (2006) Maribyrnong River Valley Project Steering Committee
- > Melbourne 2030 (2002) DSE
- > Safer Design Guidelines for Victoria (2005) DSE

* Council Departments

L+OS - Leisure + Open Space

CD+PM - City Design + Place Making

IP+C - Infrastructure Planning + Construction

implementation plan

Actions/Projects

Development Attitudes

	Timeframe 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21	Responsible agents	Reference pages
1. Review and address the Local Planning Policy to reflect the principles and directions of the West Footscray UDF		Council (S+ED)*	73-74, 59-62, all
2. Ensure new development is consistent with the principles of the West Footscray UDF		Council (UP)*	43-45, 74
3. Maximise the use of developer contributions to deliver projects outlined in the West Footscray UDF		Council (S+ED, IP+C)*	74, all
4. Support and promote the employment corridor along Sunshine Road		Council (S+ED)*	141, 145, 151, 157

Relevant Documents:

Council Documents

- > Ageing Well Strategy 2004-2016 (2004)
- > Children's Services Best Value Review 2004/05 (2004)
- > Community Building Plan (2005)
- > General Purposes Local Law (2005)
- > Green Purchasing Policy
- > Greenhouse Reduction Strategy (2006)
- > Guidelines for the Development of Green Travel Plans and Transport Access Guides (2003)
- > Housing Strategy (November 2000)
- > Industrial Development Policy (1998)
- > Infrastructure Development Contributions Policy (1996)
- > Maribyrnong Early Years Plan (April 2006)
- > Maribyrnong Community Safety Policy Framework (1998)
- > Maribyrnong Heritage Plan (2002)
- > Maribyrnong Integrated Transport Strategy (2001)
- > Maribyrnong Planning Scheme - Local Planning Policy Framework
- > Municipal Public Health Plan (2003)
- > Naming Policy (1999)
- > Naturestrip Landscape Policy and Guidelines (2004)
- > Natural Heritage Study (1999)
- > Open Space Strategy (2006)
- > Principals for the Planning of New Residential Developments (1998)
- > Property Management Policy (1995)
- > Retail Development and Activity Centre Policy (1998)
- > Review of Retail Development and Activity Centre Policy Volume 1 (2006)
- > Review of Retail Development and Activity Centre Policy Volume 2 (2005)
- > Right of Way Discontinuance Procedure Policy
- > Safer Communities Policy and Action Plan (2003)
- > Seddon Urban Design Framework (2006)
- > Social Impact Assessment for Significant Residential Developments (2002)
- > Sustainable Water Management Plan (2006)
- > Vehicle Crossing Policy
- > Waste Minimisation Strategy (2004)
- > Youth Services Action Plan 2004-2006 (2004)

Other Documents

- > Activity Centre Design Guidelines (2005) DSE
- > Growing Victoria Together (2006) DoI
- > Guidelines for Higher Density Residential Development (2004) DSE
- > Linking Melbourne: Metropolitan Transport Plan (2004) DoI
- > Meeting Our Transport Challenges (2007) DoI
- > Melbourne 2030 (2002) DSE
- > Safer Design Guidelines for Victoria (2005) DSE
- > Western Regional Housing Statement (2006) Western Regional Housing Working Group

* Council Departments

S+ED - Strategy + Economic Development

UP - Urban Planning

IP+C - Infrastructure Planning + Construction

Actions/Projects

Pedestrian Network

	Timeframe 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21	Responsible agents	Reference pages
1. Review and upgrade footpaths and crossings along identified pedestrian paths in the village, around the train stations and within the foci		Council (T+SP, IP+C)*	79-81, 120-167
2. Design standard urban street design for the pavement area in front of shops within West Footscray		Council (CD+PM, IP+C)*	81, 120-147
3. Design and upgrade Barkly Street along the shops between Russell and Liverpool streets		Council (CD+PM, IP+C)*	81, 120
4. Design and upgrade Sunshine Road along the shops between Sredna and Aliwal streets		Council (CD+PM)* + VicRoads	81, 145
5. Design and upgrade Essex Street along the shops between Stafford and Adelaide streets		Council (CD+PM, IP+C)*	81, 137
6. Design and upgrade Barkly Street along the shops between Creswick Street and Geelong Road		Council (CD+PM, IP+C)*	81, 139
7. Design and upgrade Barkly Street along the shops between First and Palmerston streets		Council (CD+PM, IP+C)*	81, 147
8. Design and upgrade Ormond Road along the shops		Council (CD+PM, IP+C)*	81, 141
9. Design and upgrade Thomson Street along the shops		Council (CD+PM, IP+C)*	81, 135
10. Design and upgrade Brunswick Street along the shops Design and upgrade Cross Street		Council (CD+PM, IP+C)*	81, 131
11. Promote for a new pedestrian crossing over the trainline		Council (T+SP)*	83, 151, 167
12. Review and upgrade footpaths and crossings along identified pedestrian paths		Council (T+SP, IP+C)*	79-81, 167
13. Review and upgrade street trees along identified pedestrian paths		Council (L+OS)*	79-81, 106, 167
14. Review and upgrade street furniture along identified pedestrian paths		Council (CD+PM)*	79-81, 105, 167
15. Review and upgrade street lighting along identified pedestrian paths		Council (T+SP)*	79-81, 104, 167

Relevant Documents:

Council Documents

- > Ageing Well Strategy 2004-2016 (2004)
- > Asset Management Policy + Strategy (2003)
- > Disability Policy and Action Plan 2007-2012 (2007)
- > Footpath Policy (2000)
- > General Purposes Local Law (2005)
- > Guidelines for the Development of Green Travel Plans and Transport Access Guides (2003)
- > Infrastructure Development Contributions Policy (1996)
- > Maribyrnong Community Safety Policy Framework (1998)
- > Maribyrnong Integrated Transport Strategy (2001)
- > Municipal Public Health Plan (2003)
- > Naturestrip Landscape Policy and Guidelines (2004)

- > Principals for the Planning of New Residential Developments (1998)
- > Public Lighting Policy (1998)
- > Road Management Plan (2004)
- > Road Safety Strategic Plan (2000)
- > Safer Communities Policy and Action Plan (2003)
- > Stormwater Management Plan (2001)
- > Street Asset Protection Policy (1998)
- > Street Furniture Strategy (2002)
- > Street Tree Policy and Protocols (1998)
- > Sustainable Water Management Plan (2006)
- > Vehicle Crossing Policy

Other Documents

- > Activity Centre Design Guidelines (2005) DSE
- > Growing Victoria Together (2006) DoI
- > Meeting Our Transport Challenges (2007) DoI
- > Melbourne 2030 (2002) DSE
- > Safer Design Guidelines for Victoria (2005) DSE

* Council Departments

T+SP - Transport + Special Projects

IP+C - Infrastructure Planning + Construction

CD+PM - City Design + Place Making

implementation plan

Actions/Projects

Bike Network

	Timeframe 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21	Responsible agents	Reference pages
1. Design and construct a new north/south bike link through West Footscray to Highpoint		Council (T+SP)* + DoI**	85, 167
2. Design and construct a new east/west bike link from Footscray through West Footscray to Sunshine		Council (T+SP)* + VicRoads	80, 86, 151-157, 167
3. Design and upgrade the bike and pedestrian link along Stony Creek		Council (T+SP, L+OS)*	80, 86, 159, 167
4. Review and construct the new on road bike lanes along identified routes		Council (T+SP, IP+C)*	85, 167
5. Review and construct the new off road bike paths along identified routes		Council (T+SP, IP+C)*	86, 167
6. Review and mark the new identified informal bike paths along routes		Council (T+SP)*	87, 167

Relevant Documents:

Council Documents

- > Greenhouse Reduction Strategy (2006)
- > Guidelines for the Development of Green Travel Plans and Transport Access Guides (2003)
- > Maribyrnong Integrated Transport Strategy (2001)
- > Maribyrnong Regional Parklands Future Directions and Footscray Park (1998)
- > Maribyrnong Strategic Bicycle Plan (2004)
- > Maribyrnong Valley Vision (1997)
- > Municipal Public Health Plan (2003)
- > Open Space Strategy (2006)
- > Principals for the Planning of New Residential Developments (1998)
- > Public Lighting Policy (1998)
- > Road Management Plan (2004)
- > Road Safety Strategic Plan (2000)
- > Safer Communities Policy and Action Plan (2003)
- > Sports Development Strategy (2006)

Other Documents

- > Activity Centre Design Guidelines (2005) DSE
- > East-West Link Needs Assessment (2007) DoI
- > Growing Victoria Together (2006) DoI
- > Guidelines for Higher Density Residential Development (2004) DSE
- > Linking Melbourne: Metropolitan Transport Plan (2004) DoI
- > draft Maribyrnong River Valley Project (2006) Maribyrnong River Valley Project Steering Committee
- > Meeting Our Transport Challenges (2007) DoI
- > Melbourne 2030 (2002) DSE
- > draft Public Transport Guidelines for Land Use Development (2007) DoI

* Council Departments

T+SP - Transport + Special Projects

L+OS - Leisure + Open Space

IP+C - Infrastructure Planning + Construction

** State Departments

DoI - Department of Infrastructure

Actions/Projects

Public Transport Network

	Timeframe															Responsible agents	Reference pages
	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
1. Develop a masterplan for the length of the trainline between Geelong Road and Ashley Street																Dol** + Council	151-157, 167
2. Renegotiate land ownership and leasing along Rupert Street Reserve																Council	157
3. Develop a schematic and detailed design for Rupert Street Reserve																Council (CD+PM, L+OS)*	157
4. Develop a schematic and detailed design for Cross Street																Council with Dol**	151
5. Continue and infill the avenue planting along Sunshine Road																Council (CO)*	151-157
6. Advocate for a low floor tram with new platform stops																Council (T+SP)*	92, 139, 167
7. Advocate for a new north/south bus link through West Footscray to Highpoint																Council (T+SP)*	93, 167

Relevant Documents:

Council Documents

- > Ageing Well Strategy 2004-2016 (2004)
- > Community Building Plan (2005)
- > Community Engagement Framework (2000)
- > Disability Policy and Action Plan 2007-2012 (2007)
- > Footpath Policy (2000)
- > Greenhouse Reduction Strategy (2006)
- > Greening Footscray Strategy (2007)
- > Guidelines for the Development of Green Travel Plans and Transport Access Guides (2003)
- > Hire of Community Buses Policy (1995)
- > Housing Strategy (November 2000)
- > Maribyrnong Community Safety Policy Framework (1998)
- > Maribyrnong Integrated Transport Strategy (2001)
- > Maribyrnong Planning Scheme - Local Planning Policy Framework
- > Maribyrnong Strategic Bicycle Plan (2004)
- > Municipal Public Health Plan (2003)
- > Principals for the Planning of New Residential Developments (1998)
- > Public Lighting Policy (1998)
- > Retail Development and Activity Centre Policy (1998)
- > Review of Retail Development and Activity Centre Policy Volume 1 (2006)
- > Review of Retail Development and Activity Centre Policy Volume 2 (2005)
- > Road Management Plan (2004)
- > Road Safety Strategic Plan (2000)
- > Safer Communities Policy and Action Plan (2003)
- > Ticket Machine Parking Fee Policy (1996)
- > Youth Services Action Plan 2004-2006 (2004)

Other Documents

- > Activity Centre Design Guidelines (2005) DSE
- > East-West Link Needs Assessment (2007) Dol
- > Growing Victoria Together (2006) Dol
- > Guidelines for Higher Density Residential Development (2004) DSE
- > draft Hobsons Bay/Maribyrnong/Moonee Valley Bus Service Review (2007) Dol
- > Linking Melbourne: Metropolitan Transport Plan (2004) Dol
- > Meeting Our Transport Challenges (2007) Dol
- > Melbourne 2030 (2002) DSE
- > draft Public Transport Guidelines for Land Use Development (2007) Dol
- > Safer Design Guidelines for Victoria (2005) DSE

* Council Departments

CD+PM - City Design + Place Making

L+OS - Leisure + Open Space

CO - City Operations

T+SP - Transport + Special Projects

** State Departments

Dol - Department of Infrastructure

implementation plan

Actions/Projects

Road Network

	Timeframe															Responsible agents	Reference pages
	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
1. Review the role of current arterials in the future																Council (T+SP, IP+C)*	97, 167
2. Design and upgrade Sunshine Road at West Footscray Station																VicRoads	125, 167
3. Design and construct central median plantings along Essex Street between Stafford and Sydney Streets																Council (CD+PM, T+SP, IP+C)*	137
4. Design and construct central median plantings along Barkly Street between Stafford and Sydney Streets																Council (CD+PM, T+SP, IP+C)*	137
5. Facilitate the location of a car share facility within the Village																Council (T+SP)*	125, 120, 167
6. Review and redesign Church Street in front of the childcare centre																Council (CD+PM, T+SP, IP+C)*	120
7. Design and construct an extended verge along Essex Street between Johnson and Barrett Reserves																Council (CD+PM, T+SP, IP+C)*	120

Relevant Documents:

Council Documents

- > Asset Management Policy + Strategy (2003)
- > Community Building Plan (2005)
- > Community Engagement Framework (2000)
- > Disability Policy and Action Plan 2007-2012 (2007)
- > Footpath Policy (2000)
- > Greenhouse Reduction Strategy (2006)
- > Guidelines for the Development of Green Travel Plans and Transport Access Guides (2003)
- > Infrastructure Development Contributions Policy (1996)
- > Maribyrnong Heritage Plan (2002)
- > Maribyrnong Integrated Transport Strategy (2001)
- > Maribyrnong Planning Scheme - Local Planning Policy Framework
- > Maribyrnong Signage Strategy (1999)
- > Maribyrnong Strategic Bicycle Plan (2004)
- > Municipal Public Health Plan (2003)
- > Naming Policy (1999)
- > Naturestrip Landscape Policy and Guidelines (2004)
- > Principals for the Planning of New Residential Developments (1998)
- > Public Lighting Policy (1998)
- > Road Management Plan (2004)
- > Road Safety Strategic Plan (2000)
- > Stormwater Management Plan (2001)
- > Street Asset Protection Policy (1998)
- > Street Furniture Strategy (2002)
- > Street Tree Policy and Protocols (1998)
- > Sustainable Water Management Plan (2006)
- > Ticket Machine Parking Fee Policy (1996)
- > Vehicle Crossing Policy
- > Waste Minimisation Strategy (2004)

Other Documents

- > East-West Link Needs Assessment (2007) DoI
- > Growing Victoria Together (2006) DoI
- > draft Hobsons Bay/Maribyrnong/Moonee Valley Bus Service Review (2007) DoI
- > Linking Melbourne: Metropolitan Transport Plan (2004) DoI
- > Meeting Our Transport Challenges (2007) DoI
- > Melbourne 2030 (2002) DSE
- > draft Public Transport Guidelines for Land Use Development (2007) DoI
- > Safer Design Guidelines for Victoria (2005) DSE

* Council Departments

T+SP - Transport + Special Projects

IP+C - Infrastructure Planning + Construction

CD+PM - City Design + Place Making

Actions/Projects

Network Amenity

	Timeframe															Responsible agents	Reference pages
	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
1. Establish a concept plan for West Footscray Station to outline future works																Dol** + Council	91,99, 124
2. Establish a concept plan for Tottenham Station to outline future works																Dol** + Council	91,99, 126
3. Review and upgrade wayfinding signage at identified locations																Council (T+SP)*	103, 120-167
4. Upgrade pedestrian crossing points across Sunshine and Geelong roads, south of West Footscray Station																VicRoads + Council (T+SP)*	111, 124
5. Review and upgrade the identified bus stops to major bus stops																Dol** + Council (T+SP)*	101,120-167
6. Review and construct a tram superstop on Droop Street near the corner of White Street																Dol** + YarraTrams	92, 139, 167
7. Upgrade crossing points along identified pedestrian paths that cross busy roads																VicRoads + Council (T+SP)*	111, 79-83
8. Design and construct a new bridge at West Footscray Station																Dol**	83, 124
9. Review and upgrade West Footscray Station																Dol**	91, 99, 124
10. Review and upgrade Tottenham Station																Dol**	91, 99, 127

Relevant Documents:

Council Documents

- > Asset Management Policy + Strategy (2003)
- > Community Building Plan (2005)
- > Community Engagement Framework (2000)
- > Disability Policy and Action Plan 2007-2012 (2007)
- > Footpath Policy (2000)
- > General Purposes Local Law (2005)
- > Greening Footscray Strategy (2007)
- > Guidelines for the Development of Green Travel Plans and Transport Access Guides (2003)
- > Litter Prevention Strategy (1998)
- > Maribyrnong Heritage Plan (2002)
- > Maribyrnong Integrated Transport Strategy (2001)
- > Maribyrnong Natural Heritage Study (2001)
- > Maribyrnong Planning Scheme - Local Planning Policy Framework
- > Maribyrnong Signage Strategy (1999)
- > Maribyrnong Strategic Bicycle Plan (2004)
- > Naturestrip Landscape Policy and Guidelines (2004)
- > Natural Heritage Study (1999)
- > Open Space Strategy (2006)
- > Parks and Gardens Signage Manual
- > Principals for the Planning of New Residential Developments (1998)
- > Public Lighting Policy (1998)
- > Road Management Plan (2004)
- > Road Safety Strategic Plan (2000)
- > Stormwater Management Plan (2001)
- > Street Asset Protection Policy (1998)
- > Street Furniture Strategy (2002)
- > Street Tree Policy and Protocols (1998)
- > Sustainable Water Management Plan (2006)
- > Ticket Machine Parking Fee Policy (1996)
- > Vehicle Crossing Policy
- > Waste Minimisation Strategy (2004)

Other Documents

- > Growing Victoria Together (2006) Dol
- > Guidelines for Higher Density Residential Development (2004) DSE
- > Linking Melbourne: Metropolitan Transport Plan (2004) Dol
- > Meeting Our Transport Challenges (2007) Dol
- > Melbourne 2030 (2002) DSE
- > draft Public Transport Guidelines for Land Use Development (2007) Dol
- > Safer Design Guidelines for Victoria (2005) DSE
- > Western Regional Housing Statement (2006) Western Regional Housing Working Group

* Council Departments

T+SP - Transport + Special Projects

** State Departments

Dol - Department of Infrastructure

implementation plan

Actions/Projects

Other

	Timeframe 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21	Responsible agents	Reference pages
1. Review and revise West Footscray UDF		Council (CD+PM)*	all
2. Review relevant policies and programmes to align with the West Footscray UDF		Council	all
3. Further resolve responsibility, feasibility and costings for each project		Council (CD+PM)*	170-178

Relevant Documents:

Council Documents

- > Ageing Well Strategy 2004-2016 (2004)
- > Asset Management Policy + Strategy (2003)
- > Children's Services Best Value Review 2004/05 (2004)
- > Community Building Plan (2005)
- > Community Engagement Framework (2000)
- > Disability Policy and Action Plan 2007-2012 (2007)
- > Dogs in Public Spaces Review (February 2000)
- > External Security Devices on Commercial Premises Policy (2002)
- > Footpath Policy (2000)
- > Footscray Central Urban Design Framework Volume 1 + 2 (1999)
- > Funding of Neighbourhood Houses and Community Centres Policy (1996)
- > General Purposes Local Law (2005)
- > Green Purchasing Policy
- > Greenhouse Reduction Strategy (2006)
- > Greening Footscray Strategy (2007)
- > Guidelines for the Development of Green Travel Plans and Transport Access Guides (2003)
- > Hansen Reserve Draft Masterplan (2000)
- > Hansen Reserve Masterplan (2002)
- > Hire of Community Buses Policy (1995)
- > Housing Strategy (November 2000)
- > Industrial Development Policy (1998)
- > Infrastructure Development Contributions Policy (1996)
- > Litter Prevention Strategy (1998)
- > Maribyrnong Early Years Plan (April 2006)
- > Maribyrnong Community Safety Policy Framework (1998)
- > Maribyrnong Heritage Plan (2002)
- > Maribyrnong Integrated Transport Strategy (2001)
- > Maribyrnong Natural Heritage Study (2001)
- > Maribyrnong Planning Scheme - Local Planning Policy Framework
- > Maribyrnong Regional Parklands Future Directions and Footscray Park (1998)
- > Maribyrnong Signage Strategy (1999)
- > Maribyrnong Strategic Bicycle Plan (2004)
- > Maribyrnong Valley Vision (1997)
- > Municipal Public Health Plan (2003)
- > Naming Policy (1999)
- > Naturestrip Landscape Policy and Guidelines (2004)
- > Natural Heritage Study (1999)
- > Open Space Strategy (2006)
- > Parks and Gardens Signage Manual
- > draft Playground Strategy (2007)
- > Principals for the Planning of New Residential Developments (1998)

- > Property Management Policy (1995)
- > Public Lighting Policy (1998)
- > Retail Development and Activity Centre Policy (1998)
- > Review of Retail Development and Activity Centre Policy Volume 1 (2006)
- > Review of Retail Development and Activity Centre Policy Volume 2 (2005)
- > Right of Way Discontinuance Procedure Policy
- > Road Management Plan (2004)
- > Road Safety Strategic Plan (2000)
- > Safer Communities Policy and Action Plan (2003)
- > Seddon Urban Design Framework (2006)
- > Social Impact Assessment for Significant Residential Developments (2002)
- > Sports Development Strategy (2006)
- > Stormwater Management Plan (2001)
- > Street Asset Protection Policy (1998)
- > Street Furniture Strategy (2002)
- > Street Tree Policy and Protocols (1998)
- > Sustainable Water Management Plan (2006)
- > Ticket Machine Parking Fee Policy (1996)
- > Vehicle Crossing Policy
- > Waste Minimisation Strategy (2004)
- > Youth Services Action Plan 2004-2006 (2004)

Other Documents

- > Activity Centre Design Guidelines (2005) DSE
- > East-West Link Needs Assessment (2007) DoI
- > Growing Victoria Together (2006) DoI
- > Guidelines for Higher Density Residential Development (2004) DSE
- > draft Hobsons Bay/Maribyrnong/Moonee Valley Bus Service Review (2007) DoI
- > Linking Melbourne: Metropolitan Transport Plan (2004) DoI
- > draft Maribyrnong River Valley Project (2006) Maribyrnong River Valley Project Steering Committee
- > Meeting Our Transport Challenges (2007) DoI
- > Melbourne 2030 (2002) DSE
- > draft Public Transport Guidelines for Land Use Development (2007) DoI
- > Safer Design Guidelines for Victoria (2005) DSE
- > Western Regional Housing Statement (2006) Western Regional Housing Working Group

* Council Departments

CD+PM - City Design + Place Making





west footscray urban design framework

volume 05 of 05

05 appendix

Adopted 18 March 2008

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TIS (translations): If you would like to know more about the information on this notice, please call the Telephone Interpreter Service on 131 450 and ask them to call maribyrnong City Council on 9688 0200 for assistance.

Thank you to the community of West Footscray

Prepared by:
Aidan Mullen
Kelvin Walsh
City Design + Place Making
Maribyrnong City Council, and

Robyn Pollock
VAST environments

The West Footscray Urban Design Framework was awarded the 2007 PIA Victoria Award for Planning Excellence in the 'Social and Community Based Planning' category on the 19 October 2007

Adopted by Maribyrnong City Council at the Council Meeting of 18 March 2008



volume 01	
04	<i>overview</i>
08	<i>commitment to the council plan</i>
10	setting the scene
12	<i>report purpose</i>
12	<i>project scope</i>
14	<i>methodology</i>
18	<i>site analysis</i>
26	<i>literature analysis</i>

volume 02	
28	urban design framework
30	<i>the urban design framework</i>
32	<i>the vision</i>
34	<i>framework principles</i>
38	<i>the framework drawing</i>

volume 03

44	guidelines
46	<i>how to use the guidelines</i>
50	<i>local attractors</i>
	> G01 built environment
	> G02 recreation reserves
	> G03 development attitudes
70	<i>circulation systems</i>
	> G04 pedestrian network
	> G05 bike network
	> G06 public transport network
	> G07 road network
	> G08 network amenity

volume 04

106	action plans
108	<i>how to use the action plans</i>
114	<i>priority nodes</i>
	> PN_01 the village
	> PN_02 west footscray intermodal interchange
	> PN_03 tottenham station
124	<i>neighbourhood foci</i>
	> NF_01 maidstone
	> NF_02 burns street
	> NF_03 essex street
	> NF_04 footscray west
	> NF_05 hansen
	> NF_06 tottenham
	> NF_07 barkly west
144	<i>unique opportunities</i>
	> UO_01 the trainline east
	> UO_02 the trainline west
	> UO_03 the creek junction
	> UO_04 albert facey street
	> UO_05 anders triangle
160	<i>the broader network</i>
	> BN_01 transport links
164	implementation plan
166	<i>implementation plan</i>

volume 05

appendix

MELBOURNE BUS LINK

Westons

metlink

Geelong Rd

Barkly St

Route	To
-------	----

216	Brighton Beach
-----	----------------

219	Gardenvale
-----	------------

220	Gardenvale
-----	------------

410	Footscray
-----	-----------

o5_ appendix

appendix

open space strategy review

bike network review
























major bus stop review



framework drawing

The framework drawing graphically represents a fifteen year plan to help shape West Footscray into an 'active, sustainable and inclusive' neighbourhood. The drawing describes a comprehensive range of improvement projects. To fully understand the Framework, the framework drawing must be read in conjunction with the guidelines, action plans and implementation plan.

legend

 play area	 street pedestrian path	 train station
 upgrade play area	 park pedestrian path	 major bus/tram stop
 active recreation area	 urban area	 existing tree planting
 upgrade active recreation area	 pedestrian over/underpass	 additional tree planting
 passive recreation area	 new pedestrian path	 proposed wayfinding signage
 upgrade passive recreation area	 proposed on-road bike lane	 carpark
 community building	 existing on-road bike lane	 upgrade carpark
 upgrade community building	 proposed off-road bike path	 existing signalised crossing
 commercial building	 existing off-road bike path	 proposed signalised crossing
 upgrade commercial building	 informal bike path	 existing pedestrian crossing
 educational building	 sydenham trainline	 proposed pedestrian crossing
 upgrade education building	 moonee ponds/footscray tram	 existing school crossing
 large development parcel	 bus route	 proposed school crossing
 higher density living	 proposed highpoint bus link	 upgrade crossing amenity
 existing tree planting	 state arterial	
 additional tree planting	 local collector road	
	 neighbourhood street	



north
 0 100 200 500 1000 metres

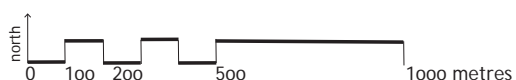
guidelines - local attractors

..... west footscray urban design framework

..... the framework

open space strategy review

As part of the analysis and design for developing the West Footscray UDF a number of adopted Council policy were reviewed. The two main reasons for this review was to firstly ensure that the framework reflected the principles and actions outlined in adopted policy, secondly testing these municipal based policies with the aspirations of the West Footscray neighbourhood. One of these policies tested was the Open Space Strategy 2006.



recreation reserves

recreational reserves.....

Recreational reserves in West Footscray:

1. Anders Triangle

- > 'social family recreation' function area
- > 'local' catchment

2. Barrett Reserve

- > 'social family recreation' function area
- > 'suburban' catchment
- > 'open grassland' setting

3. Bassett Reserve

- > 'relaxation and contemplation' function area
- > 'local' catchment
- > 'exotic, ornamental or specimen plantings' setting

4. Costella Reserve

- > 'relaxation and contemplation' function area
- > 'local' catchment
- > 'open parkland' setting

5. Dobson Reserve

- > 'sport' function area
- > 'suburban' catchment
- > 'lawn or sports turf' setting

Dobson Reserve (within the area between the pavilion, playground and Montgomery Street)

- > 'social family recreation' function area
- > 'suburban' catchment
- > 'parkland' setting

6. Ernie Shepherd Gardens

- > 'relaxation and contemplation' function area
- > 'suburban' catchment
- > 'exotic, ornamental or specimen plantings' setting

7. Gaudion Reserve

- > 'social family recreation' function area
- > 'local' catchment
- > 'open grassland' setting

8. Hansen Reserve

- > 'sport' function area
- > 'district' catchment
- > 'lawn or sports turf' setting

Hansen Reserve (within the area between the pavilion, kindergarten and playground)

- > 'social family recreation' function area
- > 'district' catchment
- > 'parkland' setting

9. Johnson Reserve
 - > 'sport' function area
 - > 'suburban' catchment
 - > 'lawn or sports turf' setting
10. Martin Reserve
 - > 'relaxation and contemplation' function area
 - > 'suburban' catchment
 - > 'rough natural area' setting
11. McDonald Reserve
 - > 'play' function area
 - > 'local' catchment
 - > 'open parkland' setting
12. McNabb Reserve
 - > 'play' function area
 - > 'local' catchment
 - > 'open parkland' setting
13. Rogers Reserve
 - > 'social family recreation' function area
 - > 'local' catchment
 - > 'open parkland' setting
14. Rupert Street Reserve
 - > 'accessway trail' function area
 - > 'local' catchment
 - > 'plantation' setting
15. Shorten Reserve
 - > 'sport' function area
 - > 'suburban' catchment
 - > 'lawn or sports turf' setting
16. Spurling Reserve
 - > 'social family recreation' function area
 - > 'district' catchment
 - > 'open parkland' setting
17. Whitten Reserve
 - > 'sport' function area
 - > 'district' catchment
 - > 'lawn or sports turf' setting
18. Stony Creek Reserve
 - > 'accessway trail' function area
 - > 'local' catchment
 - > 'rough natural area' setting

Table 10: Core Service Provision by Function Type and Catchment

Function	Local	Suburban	District
Sport	Provide as kick about/ social or junior sports in conjunction with primary schools. Irrigated level 2 (2 nd lowest level) and undrained playing fields with only basic turf quality unless required by shared club use. No pavilions, and only basic support facilities such as toilets. Ancillary space offering pleasant landscape setting, seating and shade.	Sufficient land to accommodate a core range of competition sports in one major sports reserve (i.e. minimum 2 playing fields). Multiple playing fields for the one sports code, in addition to ancillary space offering pleasant landscape settings for non sporting recreation, opportunities; seating and shade, play and contact with nature, environmental interest, and may fulfil the role of a local park for urban residents within 500 metres. (Irrigated outer level 3) Irrigated and drained sports playing fields to (Irrigated level 1) although quality of turf and support facilities will vary. Onsite car park, training lights, shared pavilion, kiosk, publicly accessible toilets, shade, shelter at least minimal spectator facilities, seating, signage and rubbish collection system.	The core range of sports is to be based on ABS participation data, local participation data, and local demand. Higher quality support facilities although turf (irrigated to and managed to Level 1 as other competition sports graded playing surfaces) possibly enclosed, competition lights, pavilion, possibly including club and social rooms. Onsite sealed car park. Some spectator facilities possibly facilities under cover, public toilets, shade, seating, signage, and rubbish collection system. Includes synthetic playing fields such as Hockey, water sport such as rowing, turf wickets etc. Infrastructure generally provided in part by other stakeholders.
Access Way/ Trail	Perimeter paths with local links to suburban and District trails. Visually pleasant, linear or contiguous open space. A hierarchy of paths in every new residential development; shared footways (connecting onto) the river/ creek trails. Basic level may be foot tracks only. Such as Stony Creek nth.	As per local provision. As part of larger open spaces. Trail should not dominate space. A trail network of defined pathways with opportunities to digress to view features. Access to seating and drinking water at nodes. Off-road trail within 800 metres of every house in urban areas? Formed paths including consolidated gravel pavement or granitic sand (not screenings or toppings) asphalt, or concrete. Minimum width 2 metres.	Region trail routes along the river and connections to other municipalities to Canning St reserve and to Williamstown. Sealed trails to be a minimum width of 2.5 metres with directional signage at nodes. Connect to SFR areas. May include grassed or gravel trails for pedestrian or mountain bike use.

Table 10: Core Service Provision by Function Type and Catchment (cont.)

Function	Local	Suburban	District
Social/ Family/ Recreation (SFR)	<p>Within 500 metres of every household (without having to cross a major road/ railway, or other major physical barrier).</p> <p>Includes areas for co-operative play and games, some props and range of surfaces, kick about space, equipment for exercise, areas with places to hide and retreats from activity, screened from boisterous play. Shade (either mature trees and some structure) seating, paths. Caters to a range of age groups. At least families, children and older adults. No BBQ or Toilets.</p> <p>Centrally located in community activity node eg. adjacent to sports, shop or community meeting facilities.</p> <p>Absolute minimum size of 1ha and minimum dimensions of 70 metres in any direction. (Irrigation area to level 2)</p>	<p>As per Local level provision.</p> <p>Meeting place: shade and shelter, seating and drinking water all accessible to people with a disability.</p> <p>Some areas to have picnic/ BBQ, toilets, additional facilities might include skate facilities, free access tennis & basketball courts etc.</p> <p>Some to have irrigated green lawns. Formed path (not necessarily sealed) (Irrigation level 3) lights and rubbish collection system. Provisions under "Play" also apply. Minimum size 2ha.</p> <p>(Areas with Irrigation to level 2)</p>	<p>Significant shade and shelter, seating, BBQ, public toilets. Fully accessible to people with disability, formed paths. Possibly access to refreshments and other commercial services.</p> <p>Provisions under "Play" also apply. (Irrigation to level 2)</p>
Conservation of Flora/ Fauna		<p>Manage in accordance with significance.</p> <p>Controlled access or viewing area.</p>	<p>Controlled access or viewing area. No pets.</p> <p>Some information or interpretation.</p>
Historic/ Cultural Protection		<p>Controlled access or viewing area.</p>	<p>Some information or interpretation.</p>
Relaxation/ Contemplation	<p>No facilities other than paths and seats, shade/ shelter etc.</p> <p>Focus on diversity of natural features/ and plant material.</p> <p>Minimise areas of grass in favour of ground covers/ beds</p>	<p>No facilities other than paths and seats, bridges, boardwalks, shade/ shelter etc. interpretation</p> <p>Select areas irrigated up to level 2</p>	<p>Controlled access and viewing areas where appropriate. No facilities other than paths and seats.</p> <p>Select areas irrigated up to level 2.</p>
Visual Amenity	<p>No facilities.</p> <p>Preference for ground covers or small areas of grass with subsurface irrigation</p>	<p>No facilities. May include formed garden beds and horticultural displays, or large scale tree planting.</p> <p>Preference for ground covers or small areas of grass with subsurface irrigation</p>	
Community Horticulture/	<p>In higher density areas or adjacent to schools where there is potential demand.</p> <p>Fencing, signage and water.</p>	<p>One per suburb potentially attached to community facility.</p> <p>Fencing, signage and water, and some of storage.</p>	<p>Fencing, signage and water. Other facilities as required. Onsite car parking.</p>

Table 10: Core Service Provision by Function Type and Catchment (cont.)

Function	Local	Suburban	District
Play	<p>A diversity of play settings, activities and equipment to be incorporated into each SFR area. In addition provide some specific play settings in more remote settings, especially unmanicured natural area.</p> <p>Access to all three types of play: Physical/ gross motor activities, Social/dramatic, Creative/ cognitive play provided by equipment and landscape features.</p> <p>Playgrounds provided should complement the play opportunities available in private open space and in the neighbourhood generally.</p> <p>Each playground should be designed to target a specified age group, and provide shade & shelter. Locate multi-age facilities together not separately.</p> <p>A range of play activities within each playground made accessible to children and adults with disabilities. Two or more seats for every playground. Access and parking areas for prams.</p> <p>No BBQ or toilets.</p>	<p>One in each suburb to be designed specifically to cater to disabled children within a SFR area. (See provisions under SFR area).</p> <p>Range of play settings varies from park to park in suburb, and district.</p> <p>Range of opportunities for each age group equitably distributed across each suburb.</p> <p>Two or more seats for every playground. Access and parking areas for prams and persons with a disability.</p> <p>Shade, constructed shelter.</p>	<p>One major regional playground to be provided in a SFR area.</p> <p>May be a secondary function of a larger park with special natural or other qualities. Preferably include water feature.</p> <p>Caters for full range of activities/ age groups.</p> <p>A number of seats for adults. Shade & shelter.</p> <p>Adjacent picnic area and accessible toilets.</p> <p>All areas and amenities and substantial play areas accessible to persons with a disability.</p>
Relaxation/ Contemplation	No facilities other than paths and seats.	No facilities other than paths and seats.	Controlled access and viewing areas where appropriate. No facilities other than paths and seats.

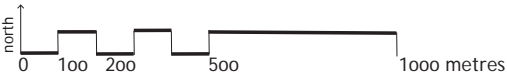
Table 11: Core Service Provision for Each Setting Type

Setting Type	General Provisions
Bushland	Where function is not conservation allow controlled access, no dogs, some seats, picnic tables, and signage, camps etc., as deemed appropriate under function type.
Salt pan/wetland	Provide for recreational experiences through controlled access; provision of bird hides; or board walks; seating, viewing areas, or picnic as deemed appropriate under function type.
Ornamental Garden	Locate in central activity nodes, with civic or commercial activity facing onto them. Formed paths, seating lights, irrigated lawns to level 2.
Vegetable Garden	Consider demand especially in areas with high proportions of non-English speaking people born overseas. Council to provide a fenced area and water supply, possibly storage and signage only.
Open Grassland	Provide for recreational experiences and/ or interpretation as deemed appropriate under function type if native grassland. E.g. fencing as appropriate. May be grazed in some instances.
Lawn or Sports Turf	Provision of managed sports turf to meet the demand for individual sports codes and competition at the district level. Competitive sports grounds all irrigated to level 1 standard, except foundation levels sport i.e. kick about at primary school irrigated to level 2. Sports outers and ornamental areas irrigated to level 3. Standard of sports surface to be consistent across the City for all sports. Smallest configuration of sports turf; full size Australian rules football (the space may be used for a number of other sports) but two or more fields. Provision of manicured green lawns in at least one open space for family recreation in each district, and region.
Open Parkland	Facilities as deemed appropriate to the function type. Generally areas of mature trees and shade. Seats and paths. One major parkland at the district level.
Creek/ River Corridor	In new areas retain stream-side reserves along all permanently flowing watercourses. Minimum width of 20 metres. Ensure not all narrow watercourses are dominated by trails. If no creek corridors: ensure rough unmanicured areas or no mow areas/ corridors to be provided within each suburb.
Lake/ River Foreshore	Minimum width of foreshore, (eg. 50 metres) and design (especially of edges) to maximise diversity and safety.

Table 11: Core Service Provision for Each Setting Type (cont.)

Setting Type	General Provisions
Outdoor Sports Facilities	<p>Basic social level hard court in local eg. outdoor netball and basketball courts in Primary School.</p> <p>Club level facilities in conjunction with secondary school or public complex. Possibly in addition to other hard courts or specialised or synthetic surfaces eg. for tennis, basketball or netball.</p> <p>Some sports codes only provided for at the district level i.e. athletics, hockey, archery etc.</p> <p>Some high-grade sports competitions provided for by synthetic surfaces eg. hockey, If feasible.</p>
Plantation /Tree Reserve	<p>Protect any Avenues of Honour.</p> <p>Street trees in every road reservation/ median possible.</p> <p>Street trees (or Plantation / Tree Reserves) in all new urban arterials, along all major roads, railways and entrances to the City.</p> <p>Provide plantations / vegetative corridors separating and screening residential areas from industrial zones or major transport routes, buffer strips / screen planting to minimise the dominance of negative sights and sounds.</p> <p>Preserve stands of mature trees (& other indigenous trees) and other significant trees and windrows in roadside tree reserves, large private allotments or public open space.</p>
Rough Unmanicured Natural Area	<p>May be a secondary function (i.e. part of a large reserve with another function) where children may interact with natural elements. Provide no facilities and comforts; allow props or items used for construction to collect.</p>
Tree Lined Levee Bank	<p>Where appropriate provide sealed or consolidated gravel paths that help protect the banks. No cut and fill to facilitate trails.</p>

bike network review



guidelines - bike network

guidelines.....

- 05.01.1 Identify a safe, well connected bike network that connects attractors located within or out of West Footscray, which can assist in the roll out of the Maribyrnong Strategic Bicycle Plan 2004
- 05.01.2 Provide designated bike paths along the Principal Bike Network as identified by VicRoads
- 05.01.3 Provide exclusive bike lanes where possible, minimum width of 1.2 metres on a 60km/h zone, with bikes riding adjacent to kerb
- 05.01.4 Provide shared bicycle and parking lanes when necessary, minimum width of 2 metres for parking and 1.5 metres for cyclists
- 05.01.5 Where shared on-road bike lanes cannot fit because of road width, review role of kerb side carparking, remove one side of carparking if possible to provide exclusive bike lanes instead, this should be done through extensive consultation
- 05.01.6 Limit the use of clearway bike lanes where possible, favouring for exclusive bike lanes
- 05.01.7 Maintain existing on-road bike lanes within West Footscray along Roberts and Cross Street
- 05.01.8 Provide on-road bike lanes within West Footscray along:
 - > Geelong Road and Churchill Avenue
 - > Gordon Street (south of Shepherd Street)
 - > Droop Street (between Tiernan and Farnsworth streets)
 - > Robbs Road
 - > Barkly, Blandford, Russell, and Hocking streets
- 05.01.8 Clearly mark on-road bike lanes, especially through intersections, with regular bike symbol markings, to ensure the bike network is realised without leaving gaps
- 05.01.9 Ensure storage boxes are provided at each intersection across the bike network to allow cyclists to get in front of the traffic
- 05.01.10 Provide on-road bike lanes and clear wayfinding signs along the West Footscray/Highpoint bike link
- 05.01.11 Provide safe crossing points of busy roads across bike network, ensuring cyclists feel confident to cross the intersections
- 05.01.12 Provide good street lighting across bike network allowing cyclists to ride safely at night
- 05.01.13 Link with pedestrian paths where possible to help with surveillance and share safe amenity
- 05.01.14 Provide clear wayfinding signs to direct cyclists along best routes to local attractions, allowing riders to easily understand the bike network

on-road bike lanes.....

Existing on-road bike lanes in West Footscray:

- 1. Roberts Street
- 2. Cross Street (east of Warleigh Rd)



G05.01_on-road bike lanes (cont.)

Proposed on-road bike paths in West Footscray:

1. Geelong Road
 - > Geelong Road 7.5m (service lane- kerb to kerb) P2m/T2.7m/T2.7m/B1.4m/B1.4m
2. Barkly Street (Geelong Rd to Russell St)
 - > Barkly Street 12m (Geelong Rd to Gordon St - kerb to kerb) P2m/B1.3m/T2.7m/T2.7m/B1.3m/P2m
 - > Barkly Street 19m (Gordon St to Leander St- kerb to kerb) P2.2m/B1.5m/T3.3m/M5m/T3.3m/B1.5m/P2.2m
 - > Barkly Street 12m (Leander St to Russell St- kerb to kerb) P2m/B1.3m/T2.7m/T2.7m/B1.3m/P2m
3. Robbs Road
 - > Robbs Road 12.5m (kerb to kerb) P2m/B1.5m/T2.75m/T2.75m/B1.5m/P2m
4. Gordon Street (between Essex and Shepherd streets)
 - > Gordon Street 13.5m (kerb to kerb) P2/B1.5m/T3.25m/T3.25m/B1.5m/P2m
5. Droop Street (between Tiernan and Farnsworth streets)
 - > Droop Street 13.8m (kerb to kerb) P2m/B1.5m/T3.4m/T3.4m/B1.5m/P2m
6. Churchill Avenue
 - > Churchill Avenue 22.5m (kerb to kerb) B1.5m/T3m/T3m/M7.5m/T3m/T3m/B1.5m

Proposed on-road bike paths in West Footscray (applying Guideline 05.01.5):

7. Barkly Street (between Russell and Ashley streets)
 - > Barkly Street 9.5m (Russell St to Ashley St) P2m/B1.5m/T2.55m/T2.55m/B1.5m
8. Blandford Street
 - > Blandford Street 11m (kerb to kerb) P2m/B1.5m/T3m/T3m/B1.5m
9. Russell Street
 - > Russell Street 9.8m (kerb to kerb) P2m/B1.2m/T2.7m/T2.7m/B1.2m
10. Hocking Street
 - > Hocking Street 9.8m (kerb to kerb) P2m/B1.2m/T2.7m/T2.7m/B1.2m

guidelines.....

- 05.02.1 Identify a safe, well connected off-road bike network that connects attraction located within or out of West Footscray along recreation corridors, which can assist in the rollout of the Maribyrnong Strategic Bicycle Plan 2004
- 05.02.2 Provide designated bike paths along the Principal Bike Network as identified by VicRoads
- 05.02.3 Ensure off-road bike paths are separated from the pedestrian path, consider using line markings, a separating distance, different materials or different levels
- 05.02.4 Provide off-road bike paths within West Footscray along:
 - > Sunshine Road
 - > Ashley Street (south of Barkly Street)
 - > Cross and Rupert streets
 - > Ashley Street (south of Barkly Street)
 - > Cala Street (south of Gwelo)
 - > Wattle Street + Glamis Road (along Hansen Reserve)
 - > Stony Creek (between paramount and Geelong roads)
 - > Ernie Shepherd Gardens (between Yardley and Suffolk streets)
 - > Dobson Reserve (between Yardley and Curtin streets)
 - > Johnson Reserve (between Suffolk and Essex streets)
- 05.02.5 Further explore the feasibility of providing an off-road bike path along Paramount Road and Dempster Street, as this is an important link from Stony Creek to Tottenham Station
- 05.02.6 Ensure bike paths have safe amenity and good surveillance, consider co-locating with pedestrian paths
- 05.02.7 Ensure bike paths are safe at night, consider the use of lighting or locating next to well lit streets
- 05.02.8 Provide sense of safety along off-road bike paths, by ensuring sight lines are clear and ensuring paths are in direct desire lines
- 05.02.9 Provide safe crossing points where bike paths cross busy roads ensuring cyclists feel confident to cross the intersection
- 05.02.10 Provide clear wayfinding signs to direct cyclists along best routes to local attractions, allowing riders to easily understand the bike network

off-road bike paths.....

Existing off-road bike paths in West Footscray:

0. None existing



G05.02_off-road bike paths (cont.)

Proposed off-road bike paths in West Footscray:

1. Cross Street (Warleigh Rd to Russell St)
> south side
2. Rupert Street (Russell St to Ashley St)
> south side
3. Sunshine Road
> north side
4. Stony Creek (Paramount Rd to Geelong Rd)
5. Ashley Street (Barkly St to Sunshine Rd)
> west side
6. Paramount Road + Dempster Street
> (this needs further investigation- but is a extremely important link)
7. Cala Street (Gwelo St to Beaumont Pde)
8. Wattle Street
> north side (along Hansen Reserve)
9. Glamis Road
> west side (along Hansen Reserve)
10. Ernie Shepherd Gardens (Yardley St to Suffolk St)
11. Dobson Reserve (Yardley St to Curtin St)
12. Johnson Reserve (Suffolk St to Essex St)



guidelines.....

- 05.03.1 Identify a safe, well connected off-road bike network that connects attraction located within or out of West Footscray along recreation corridors, which can assist in the roll out of the Maribyrnong Strategic Bicycle Plan 2004
- 05.03.2 Ensure informal bike paths are clear to cyclist by providing marked bike lanes for the first four metres at each entrance the streets as carparking can not exist this close to the corner
- 05.03.3 Provide informal bike paths within West Footscray along:
 - > Thomson, Curtin, Burns, Suffolk, Palmerston, Hartley, Everard, Gwelo, Waiora, Beaumont, White streets
 - > Richelieu Street (south of Burns Street)
 - > Church Street (south of Suffolk Street)
 - > Shepherd Street (west of Commercial Street)
- 05.03.4 Ensure bike paths have safe amenity and good surveillance, consider co-locating with pedestrian paths
- 05.03.5 Provide clear wayfinding signs to direct cyclists along best routes to local attractions, allowing riders to easily understand the bike network

informal bike paths.....

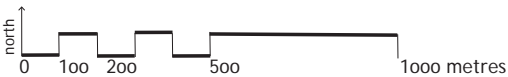
Existing marked informal bike paths in West Footscray:

0. None existing

Proposed marked informal bike paths in West Footscray:

- 1. Thomson Street
- 2. Curtin Street
- 3. Burns Street
- 4. Richelieu Street (Burns St to Essex St)
- 5. Suffolk Street
- 6. Church Street (Suffolk St to Essex St)
- 7. Palmerston Street
- 8. Hartley Street
- 9. Everard Street
- 10. Gwelo Street
- 11. Waiora Street
- 12. Beaumont Street
- 13. Shepherd Street (Commercial St to Gordon St)
- 14. White Street

major bus stop review



guidelines - network amenity

guidelines.....

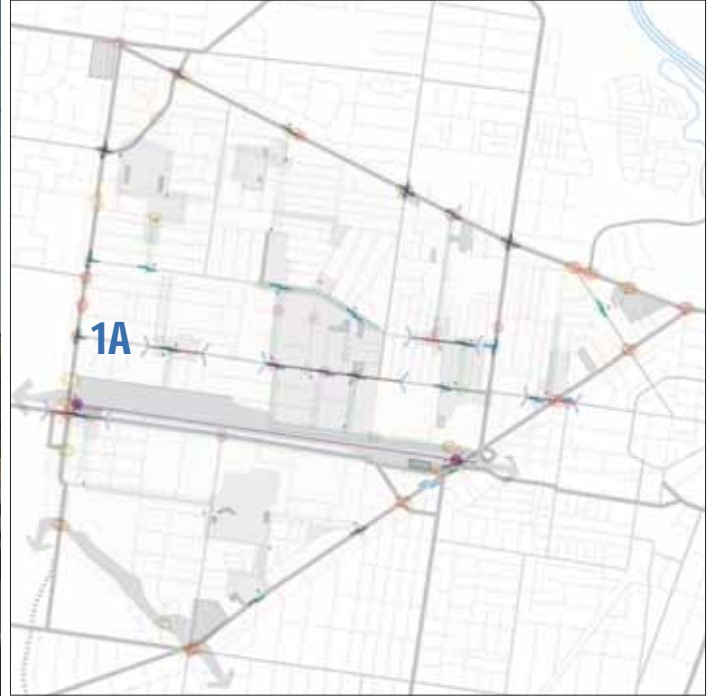
- 08.02.1 Work with Dol, VicTrack and VicRoads to establish an agreed design for Major Bus Stops, that balances local community concern as outlined throughout the framework, with infrastructure and service upgrades as outlined in such documents as Draft Public Transport Guidelines for Land Use Development (2006), draft Hobsons Bay/Maribyrnong/Moonee Valley Bus Service Review (2007), Linking Melbourne: Metropolitan Transport Plan (2004), Growing Victoria Together (2006) and Meeting Our Transport Challenges (May 2007)
- 08.02.2 Make major bus stops a recognisable destination, by working with Dol, Yarra Trams and the relevant bus companies to construct platforms stops enabling low floor buses and trams to operate within the neighbourhood
- 08.02.3 Ensure the bus network is more visible and understandable, by lobbying Dol and Metlink to upgrade signage at bus stops, with real time visual displays, timetables, route maps and visible signage at each stop
- 08.02.4 Upgrade pedestrian amenity at each major stop through tree planting, generous seating, wide footpaths, good lighting and shelters
- 08.02.5 Ensure waiting commuters are comfortable, lobbying Dol to provide bus shelters at all Major Bus Stops with the Adshel Metro shelter being provided across the suburb and the Adshel Evo shelter being provided at commercial centres
- 08.02.6 Allow waiting commuters and bus drivers can see each other, consider providing kerb outstands near each major bus stop
- 08.02.7 Ensure trams are more accessible and attractive, by lobbying Dol to construct platform stops to allow waiting commuters to walk straight onto the tram in safety
- 08.02.8 Ensure bus stops are more accessible for both commuters and buses, by providing generous footpath width for waiting commuters and generous bus stop length for parking buses
- 08.02.9 Allow commuters and pedestrians to cross the road safely before and after they use the service, by providing pedestrian crossings at major stops
- 08.02.10 Provide wayfinding signage to local attractions, such as shops, parks, community and educational facilities

major bus/tram stop.....

Proposed major bus/tram stops in West Footscray:

- | | |
|---|---|
| 1. Barkly Street near Ashley Street | 14. Ashley Street near Essex Street |
| 2. Barkly Street near Palmerston Street | 15. Ballarat Road and Gordon Street |
| 3. Barkly Street near Argyle Street | 16. Ballarat Road near Eleanor Street |
| 4. Barkly Street near Clarke Street | 17. Ballarat Road near Summerhill Road |
| 5. Barkly Street near Summerhill Road | 18. Ballarat Road near Thomson Street |
| 6. Barkly Street near Elenor Street | 19. Ballarat Road near Churchill Avenue |
| 7. Barkly Street near Commercial Road | 20. Churchill Avenue near Ballarat Road |
| 8. Essex Street and Gordon Street | 21. Churchill Avenue near Ashley Street |
| 9. Essex Street near Everard Street | 22. Ashley Street near Churchill Avenue |
| 10. Essex Street near Market Street | 23. Sunshine Road near Geelong Road |
| 11. Essex Street near Argyle Street | 24. Geelong Road near Sunshine Road |
| 12. Essex Street near Palmerston Street | 25. Geelong Road near Robbs Road |
| 13. Essex Street near Ashley Street | 26. Geelong Road near Lewis Street |
| | 27. Droop Street near Tiernan Street |

01 A Barkly Street near Ashley Street



1. Location:

- > Barkly Street near Ashley Street [north]

2. Routes:

- > bus route 220

3. Shelter:

- > existing + adequate shelter
- > existing shelter with no advertisement

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

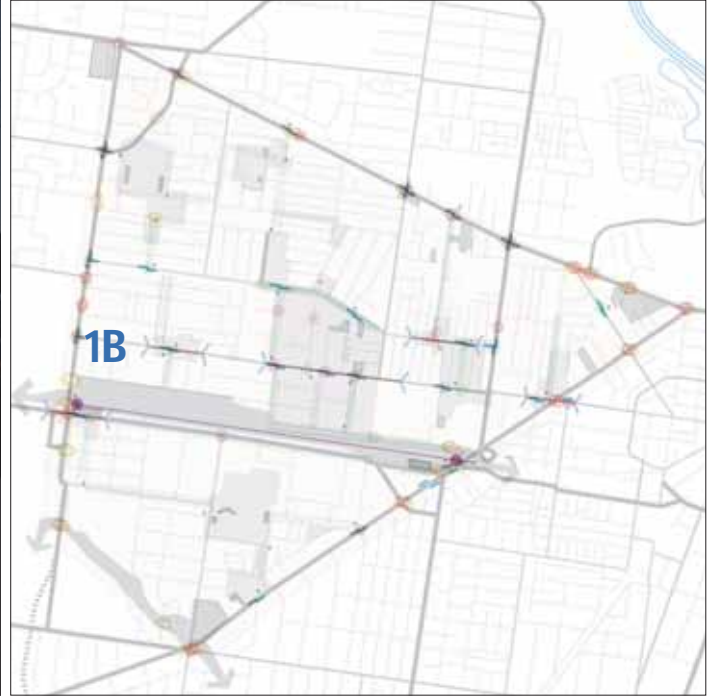
- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant
- > investigate lighting
- > existing pedestrian crossing

6. Amenity:

- > extend footpah where appropriate

7. Additional Comments





1. Location:
 - > Barkly Street near Ashley Street [south]
2. Routes:
 - > bus route 220
3. Shelter:
 - > explore installing new urban shelter (evo)
4. Signage:
 - > install new timetable information
 - > install new route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > investigate lighting
 - > existing pedestrian crossing
6. Amenity:
 - > install new seating
 - > extend footpah where appropriate
7. Additional Comments
 - > explore installing new urban shelter (evo) if there is not enough space install new seating



02 A Barkly Street near Palmerston Street



1. Location:

- > Barkly Street near Palmerston Street [north]

2. Routes:

- > bus route 220

3. Shelter:

- > existing + adequate shelter
- > existing shelter with advertisement
- > existing shelter with no advertisement

4. Signage:

- > install new timetable information
- > install new route information
- > install wayfinding signage

5. Accessibility:

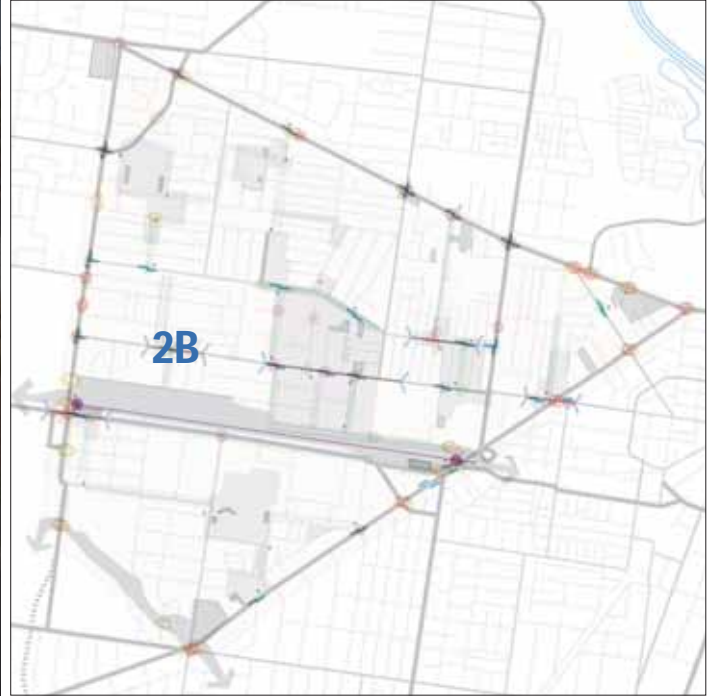
- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant
- > investigate the provision of crossing facilities for pedestrians

6. Amenity:

- > install new cycle racks
- > install new bins
- > existing + adequate pedestrian waiting space

7. Additional Comments





1. Location:

- > Barkly Street near Palmerston Street [south]

2. Routes:

- > bus route 220

3. Shelter:

- > install new urban shelter (evo)
- > install new shelter with advertisement

4. Signage:

- > install new timetable information
- > install new route information

5. Accessibility:

- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant
- > investigate the provision of crossing facilities for pedestrians

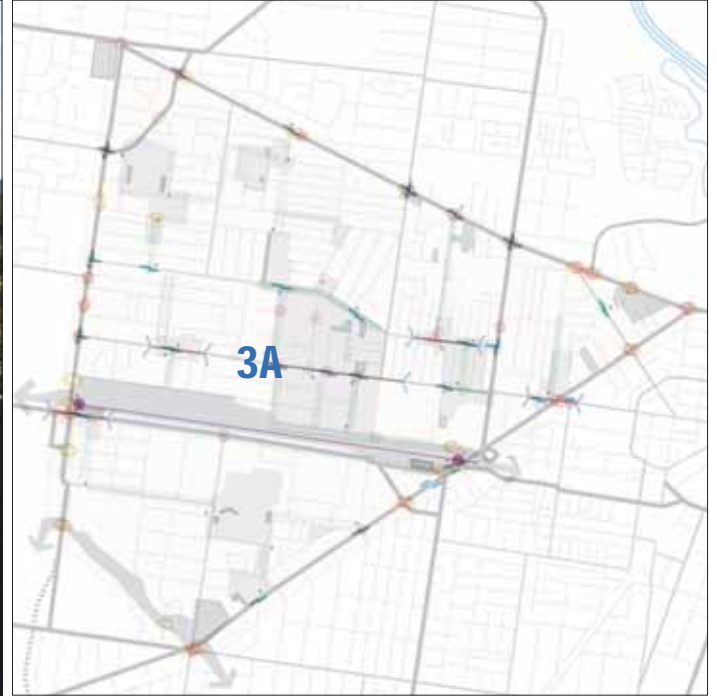
6. Amenity:

- > extend footpah where appropriate

7. Additional Comments



03 A Barkly Street near Argyle Street



1. Location:

- > Barkly Street near Argyle Street [north]

2. Routes:

- > bus route 220

3. Shelter:

- > install new urban shelter (evo)
- > install new shelter with no advertisement

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install wayfinding signage

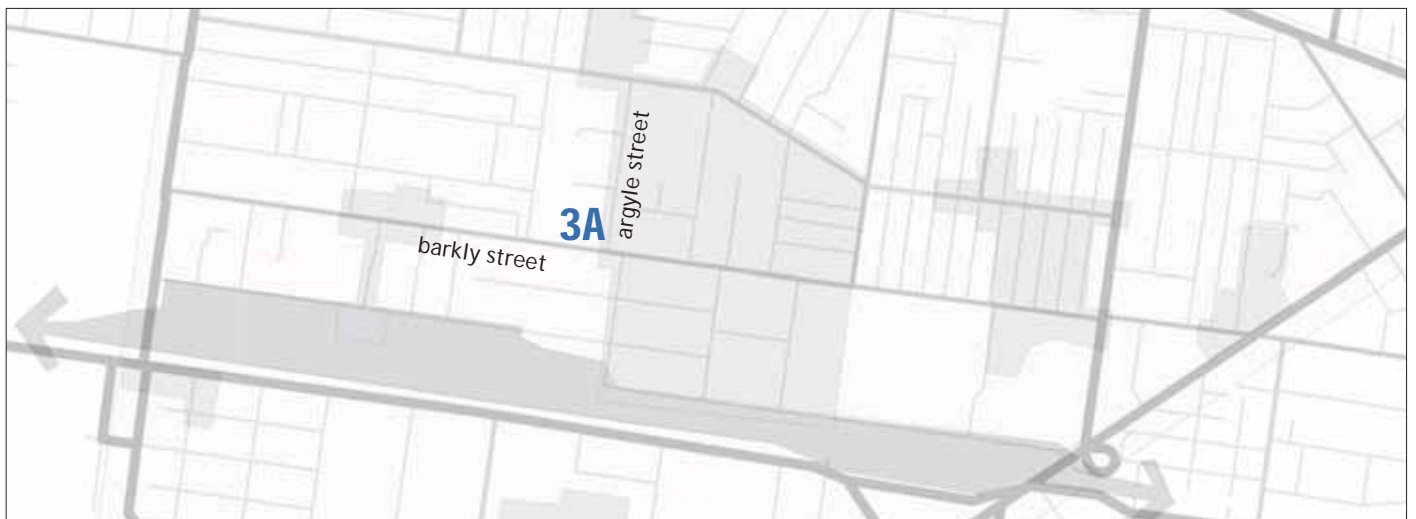
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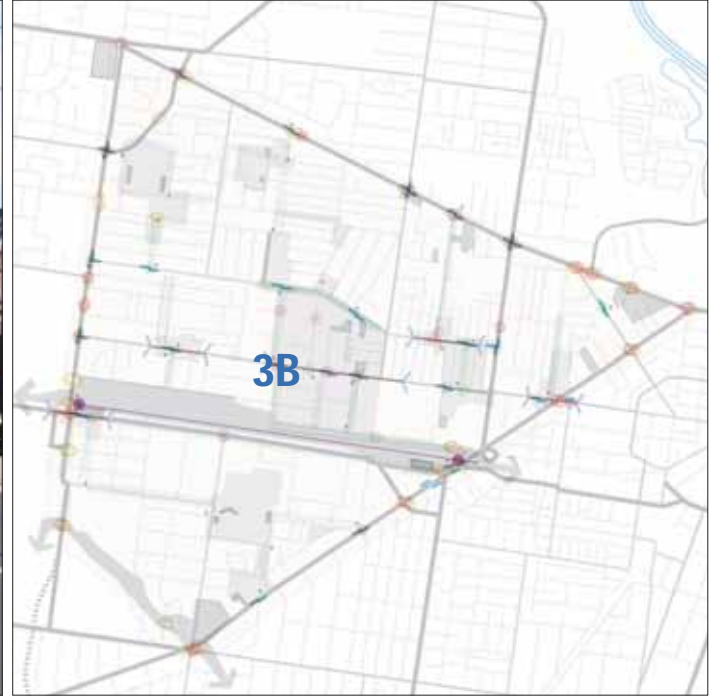
- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant
- > existing pedestrian crossing

6. Amenity:

- > extend footpah where appropriate

7. Additional Comments

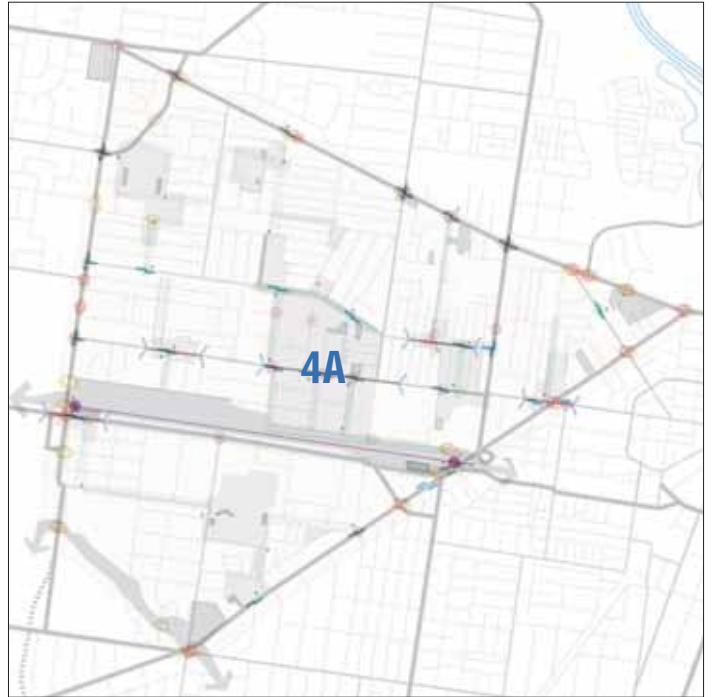




1. Location:
 - > Barkly Street near Argyle Street [south]
2. Routes:
 - > bus route 220
3. Shelter:
 - > explore installing new urban shelter (evo)
4. Signage:
 - > install new timetable information
 - > install new route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > existing pedestrian crossing
6. Amenity:
 - > extend footpath where appropriate
7. Additional Comments
 - > consider moving bus stop further east towards pedestrian crossing
 - > explore installing new urban shelter (evo) if there is not enough space install new seating

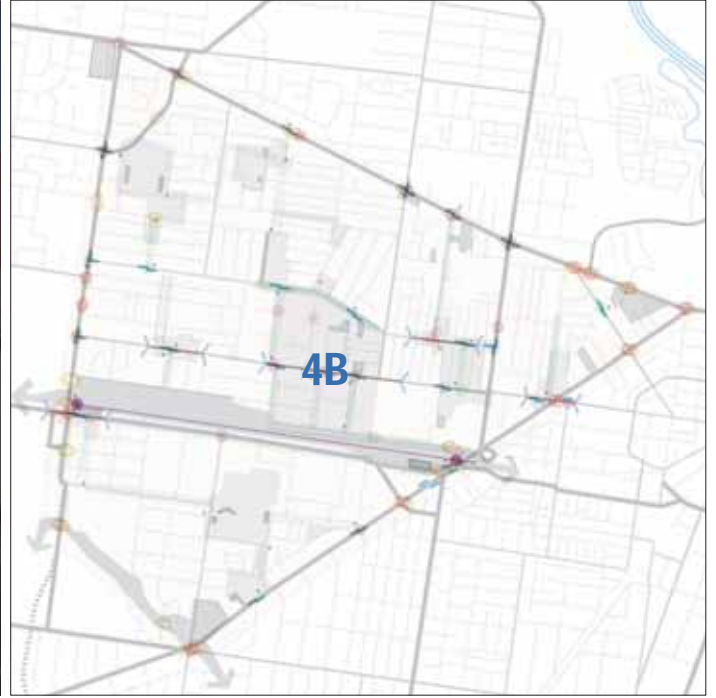


04 A Barkly Street near Clarke Street



1. Location:
 - > Barkly Street near Clarke Street [north]
2. Routes:
 - > bus route 220
3. Shelter:
 - > explore installing new urban shelter (evo)
4. Signage:
 - > existing + adequate timetable information
 - > existing + adequate route information
 - > install real time visual display
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > existing pedestrian crossing
6. Amenity:
 - > install new seating
 - > install new bins
 - > extend footpah where appropriate
7. Additional Comments
 - > explore installing new urban shelter (evo) if there is not enough space install new seating





1. Location:
 - > Barkly Street near Clarke Street [south]
2. Routes:
 - > bus route 220
3. Shelter:
 - > existing seat is adequate
4. Signage:
 - > install new timetable information
 - > install new route information
 - > install extra timetable information (urban areas)
 - > install real time visual display
 - > install wayfinding signage
5. Accessibility:
 - > existing + adequate tactile indicators
 - > existing pedestrian crossing
6. Amenity:
 - > existing + adequate seating
 - > existing + adequate cycle racks
 - > existing + adequate bins
 - > existing + adequate street trees
 - > existing + adequate pedestrian waiting space
7. Additional Comments
 - > replace seat with standard suburban centre seat (with arms)



05 A Barkly Street near Summerhill Road



1. Location:
 - > Barkly Street near Summerhill Road [north]
2. Routes:
 - > bus route 220
3. Shelter:
 - > install new urban shelter (evo)
 - > install new shelter with no advertisement
4. Signage:
 - > existing + adequate timetable information
 - > existing + adequate route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > existing pedestrian crossing
6. Amenity:
 - > install new cycle racks
 - > install new bins
 - > extend footpah where appropriate
7. Additional Comments
 - > consider moving bus stop further west towards corner of Warleigh Road

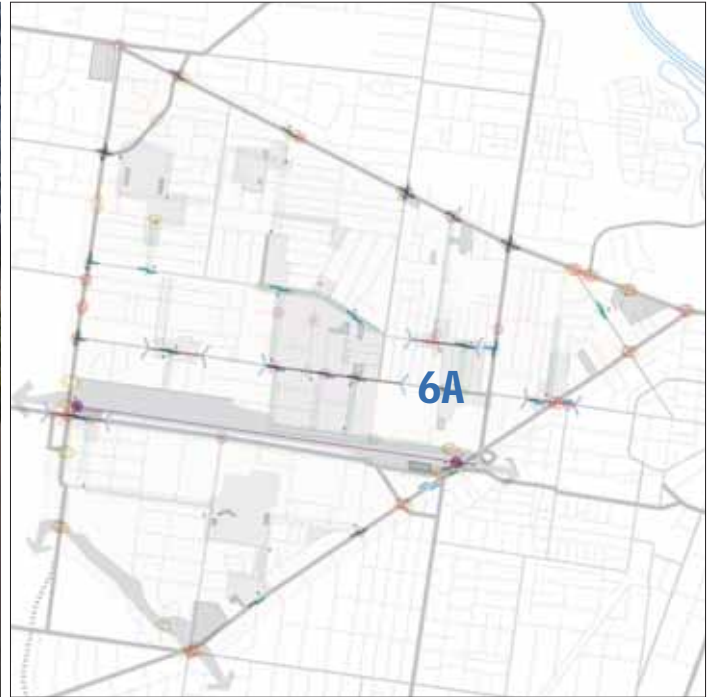




1. Location:
 - > Barkly Street near Summerhill Road [south]
2. Routes:
 - > bus route 220
3. Shelter:
 - > install new urban shelter (evo)
4. Signage:
 - > install new timetable information
 - > install new route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > investigate lighting
 - > existing pedestrian crossing
6. Amenity:
 - > install new cycle racks
 - > install new bins
 - > extend footpah where appropriate
7. Additional Comments
 - > consider moving bus stop further west towards corner of Warleigh Road



06 A Barkly Street near Elenor Street



1. Location:

- > Barkly Street near Elenor Street [north]

2. Routes:

- > bus route 220

3. Shelter:

- > existing + adequate shelter
- > existing shelter with no advertisement

4. Signage:

- > install new timetable information
- > install new route information
- > install wayfinding signage

5. Accessibility:

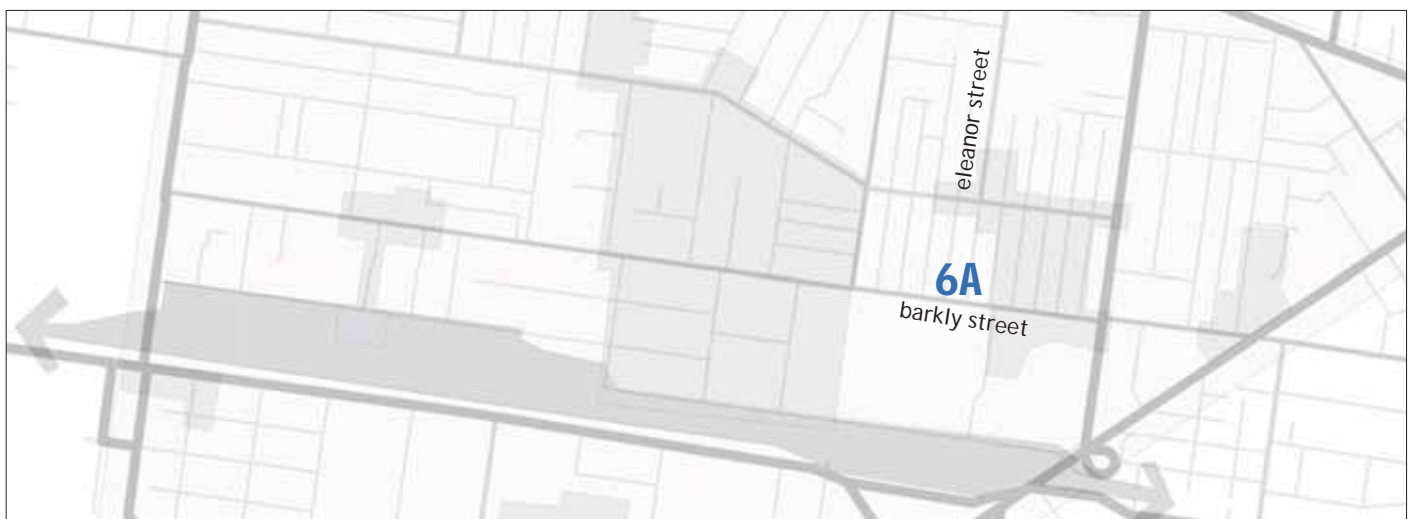
- > existing + adequate tactile indicators
- > existing pedestrian lighting
- > investigate the provision of crossing facilities for pedestrians

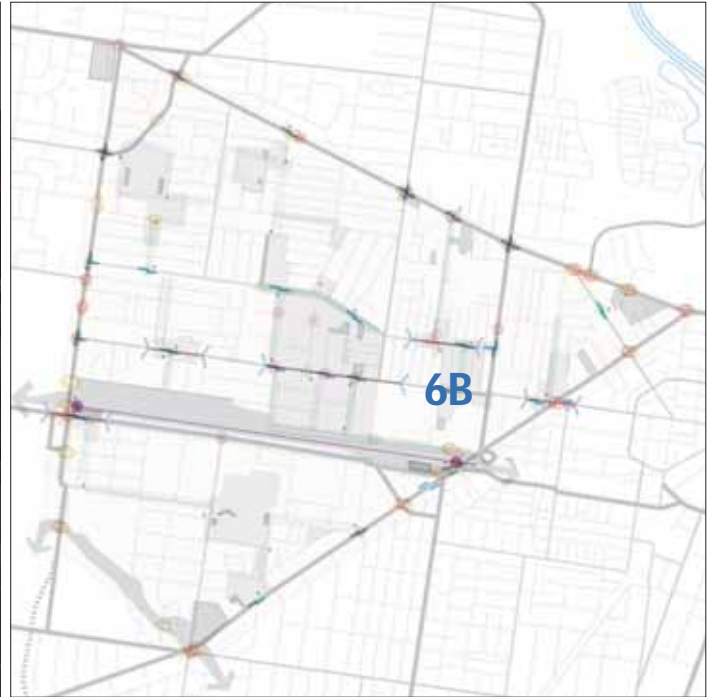
6. Amenity:

- > install new cycle racks
- > install new bins

7. Additional Comments

- > consider installing new pedestrian refuge on Barkly Street near Elenor Street, in order to assist crossing pedestrians





1. Location:

- > Barkly Street near Elenor Street [south]

2. Routes:

- > bus route 220

3. Shelter:

- > existing seat is adequate

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

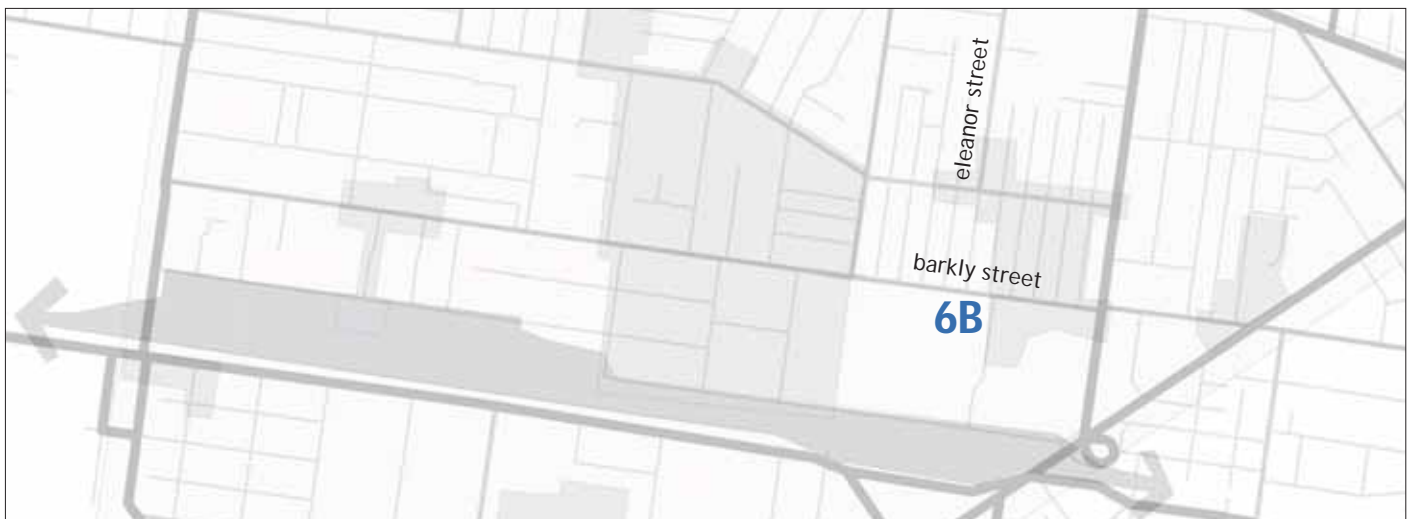
- > install new tactile indicators
- > existing + adequate footpath width
- > investigate the provision of crossing facilities for pedestrians

6. Amenity:

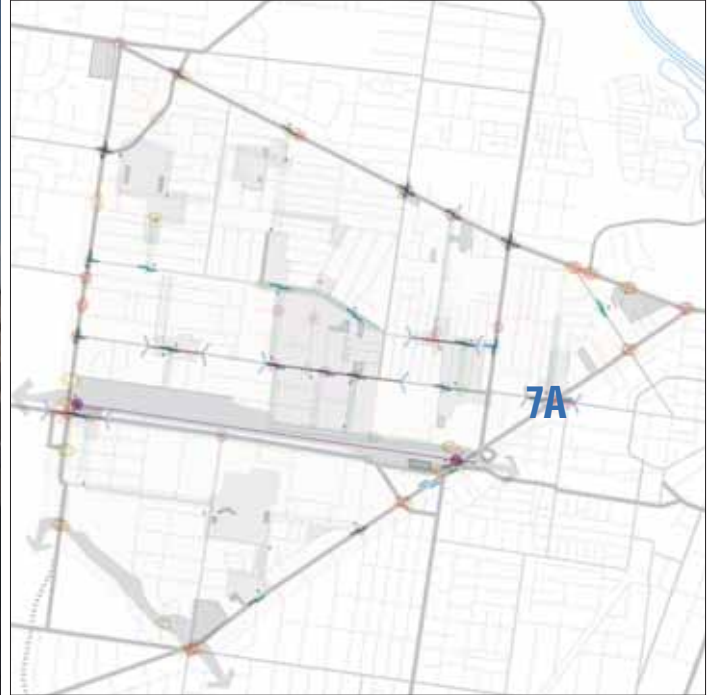
- > existing + adequate seating
- > install new cycle racks
- > install new bins

7. Additional Comments

- > consider installing new pedestrian refuge on Barkly Street near Elenor Street, in order to assist crossing pedestrians



07 A Barkly Street near Commercial Road



1. Location:

- > Barkly Street near Commercial Road [north]

2. Routes:

- > bus route 216
- > bus route 219
- > bus route 220
- > bus route 410
- > night rider

3. Shelter:

- > existing + adequate shelter

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

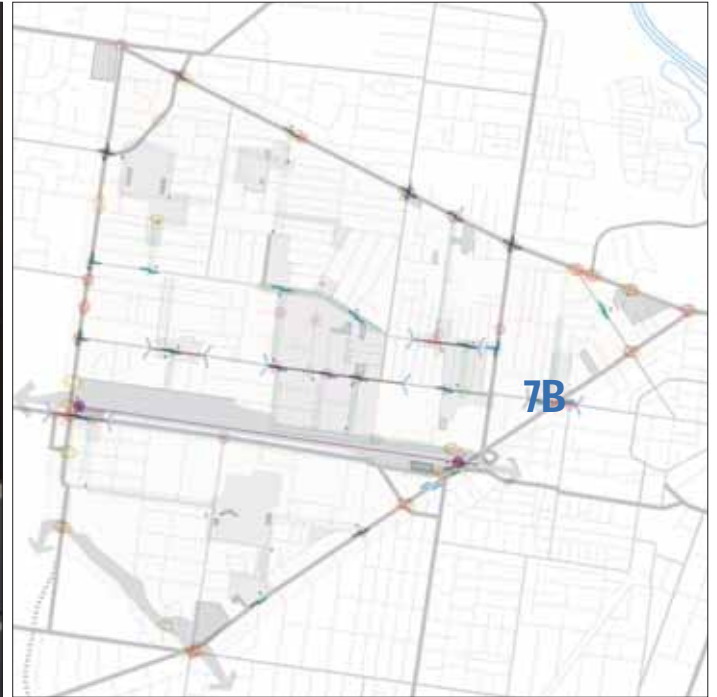
- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant

6. Amenity:

- > install new cycle racks
- > install new bins
- > extend footpah where appropriate

7. Additional Comments





1. Location:

- > Barkly Street near Commercial Road [south]

2. Routes:

- > bus route 216
- > bus route 219
- > bus route 220
- > bus route 410
- > night rider

3. Shelter:

- > install new urban shelter (evo)
- > install new shelter with advertisement

4. Signage:

- > install new timetable information
- > install new route information
- > install wayfinding signage

5. Accessibility:

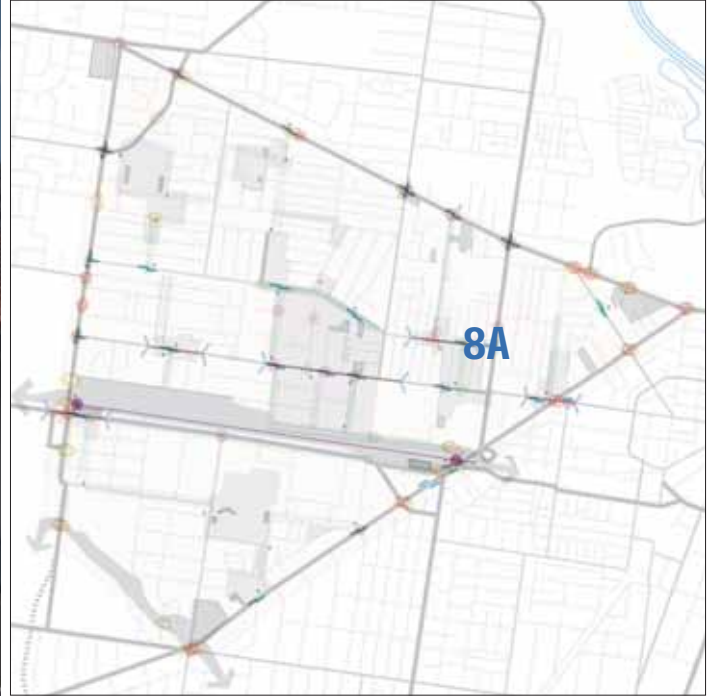
- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant

6. Amenity:

- > existing + adequate bins
- > extend footpath where appropriate

7. Additional Comments





1. Location:
> Essex Street near Gordon Street [north]

2. Routes:
> bus route 216
> bus route 219

3. Shelter:
> existing + adequate shelter
> existing shelter with no advertisement

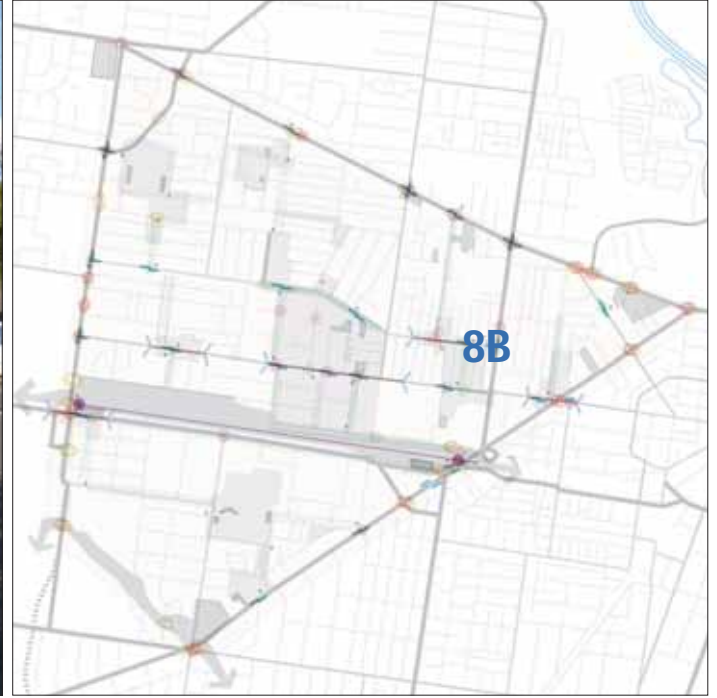
4. Signage:
> install new timetable information
> existing + adequate route information
> install wayfinding signage

5. Accessibility:
> install new tactile indicators
> existing pedestrian lighting

6. Amenity:
> existing + adequate bins

7. Additional Comments

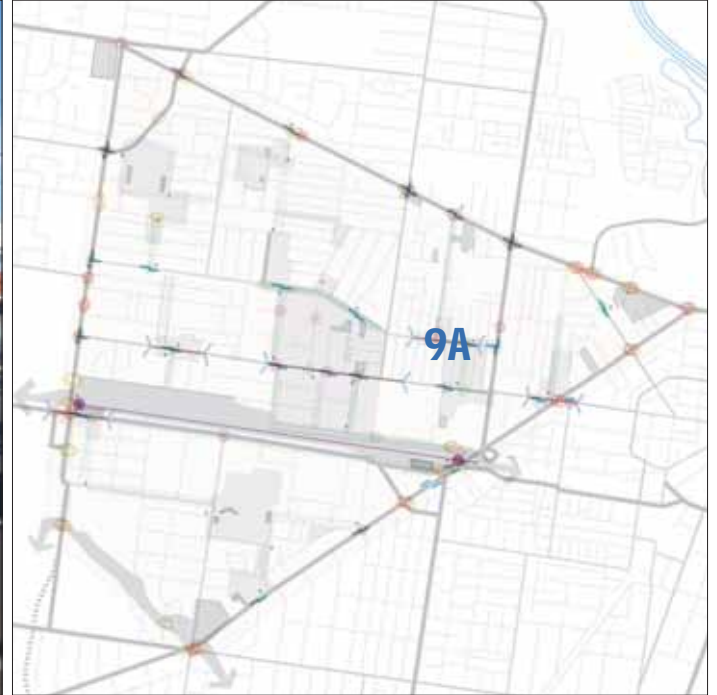




1. Location:
 - > Gordon Street near Essex Street [west]
2. Routes:
 - > bus route 216
 - > bus route 219
 - > bus route 216
 - > bus route 410
 - > night rider
3. Shelter:
 - > install new shelter (metro)
4. Signage:
 - > install new timetable information
 - > install new route information
5. Accessibility:
 - > install new tactile indicators
6. Amenity:
 - > existing + adequate pedestrian waiting space
7. Additional Comments



9 A Essex Street near Everard Street



1. Location:

- > Essex Street near Everard Street [north]

2. Routes:

- > bus route 216
- > bus route 219

3. Shelter:

- > existing + adequate shelter
- > existing shelter with no advertisement

4. Signage:

- > existing + adequate timetable information
- > install new route information
- > install wayfinding signage

5. Accessibility:

- > install new tactile indicators
- > existing + adequate footpath width
- > investigate the provision of crossing facilities for pedestrians

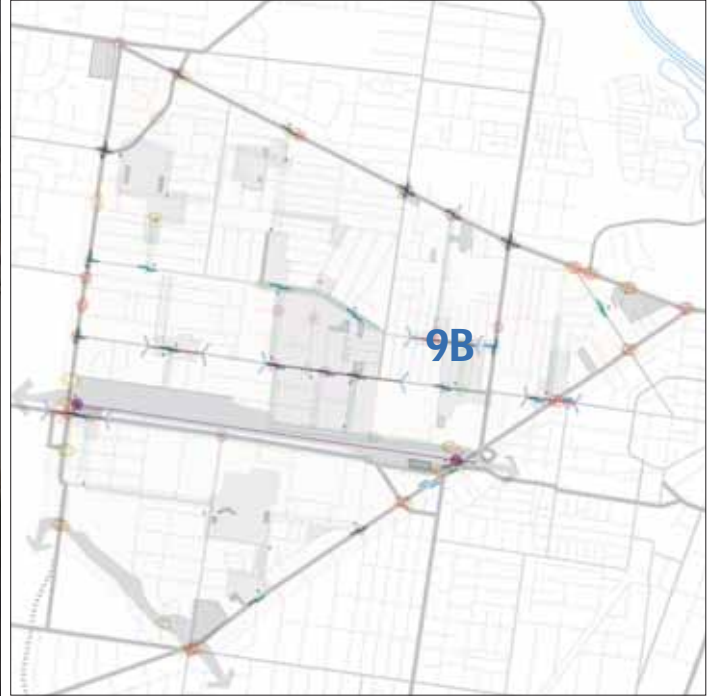
6. Amenity:

- > install new bins
- > existing + adequate pedestrian waiting space

7. Additional Comments

- > consider installing new pedestrian refuge on Essex Street near Everard Street, in order to assist crossing pedestrians





1. Location:

- > Essex Street near Everard Street [south]

2. Routes:

- > bus route 216
- > bus route 219

3. Shelter:

- > existing + adequate shelter
- > existing shelter with no advertisement

4. Signage:

- > install new timetable information
- > install new route information
- > install wayfinding signage

5. Accessibility:

- > existing + adequate tactile indicators
- > ensure footpath + surrounds are DDA compliant
- > investigate lighting
- > investigate the provision of crossing facilities for pedestrians

6. Amenity:

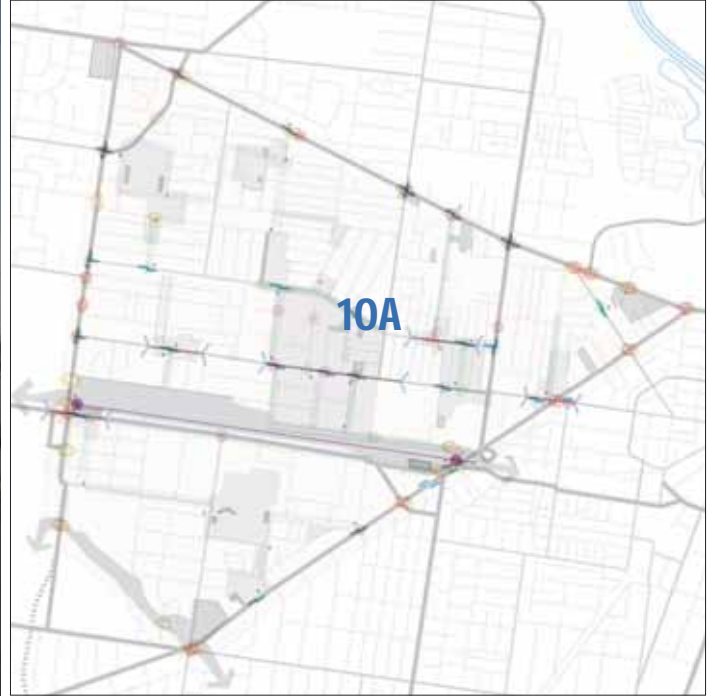
- > install new cycle racks
- > install new bins
- > extend footpath where appropriate

7. Additional Comments

- > consider installing new pedestrian refuge on Essex Street near Everard Street, in order to assist crossing pedestrians



10 A Essex Street near Market Street



1. Location:

- > Essex Street near Market Street [north]

2. Routes:

- > bus route 216
- > bus route 219

3. Shelter:

- > existing + adequate shelter
- > existing shelter with no advertisement

4. Signage:

- > install new timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

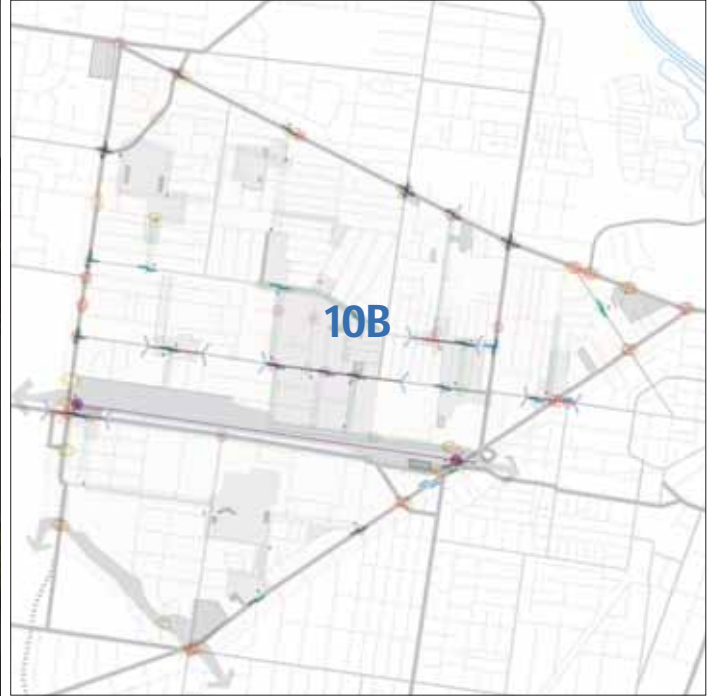
- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant

6. Amenity:

- > extend footpah where appropriate

7. Additional Comments

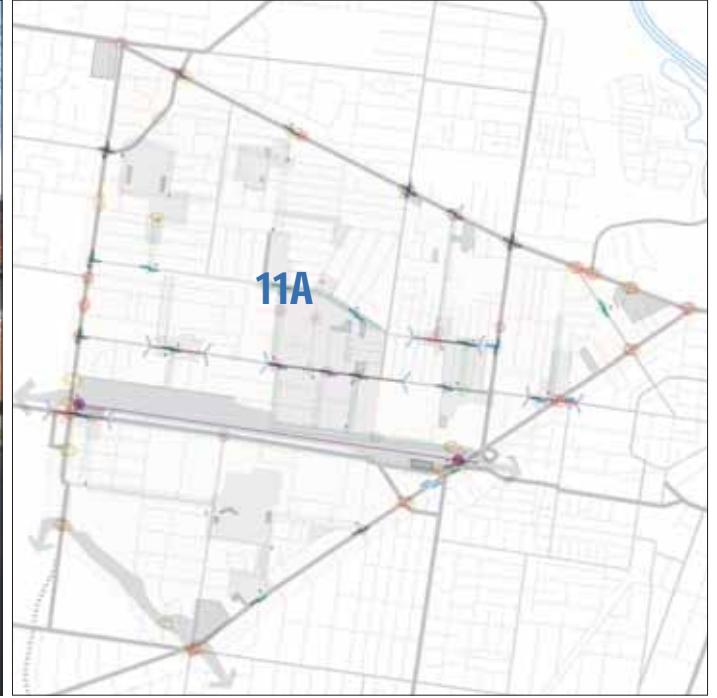




1. Location:
 - > Essex Street near Market Street [south]
2. Routes:
 - > bus route 216
 - > bus route 219
3. Shelter:
 - > existing + adequate shelter
 - > existing shelter with no advertisement
4. Signage:
 - > existing + adequate timetable information
 - > existing + adequate route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
6. Amenity:
 - > extend footpah where appropriate
7. Additional Comments



11 A Essex Street near Argyle Street



1. Location:

- > Essex Street near Argyle Street [north]

2. Routes:

- > bus route 216
- > bus route 219

3. Shelter:

- > install new shelter (metro)

4. Signage:

- > install new timetable information
- > install new route information
- > install wayfinding signage

5. Accessibility:

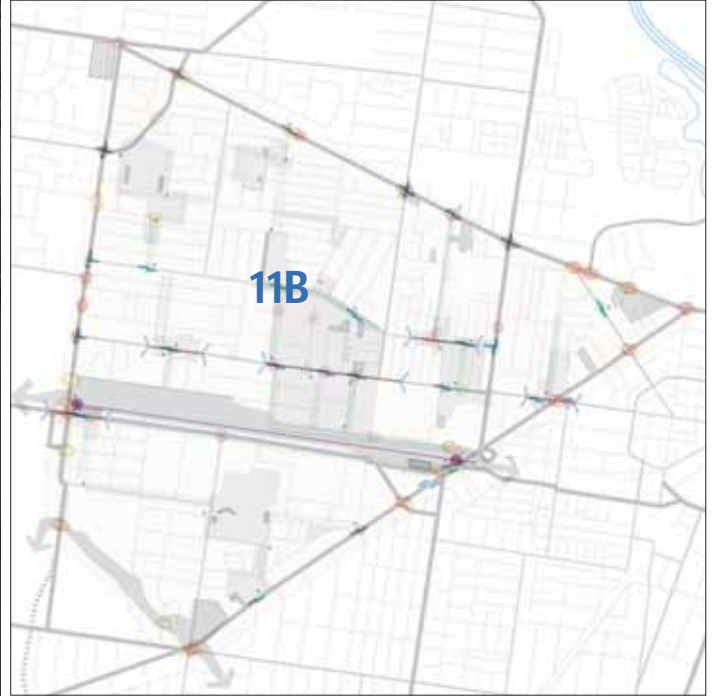
- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant
- > existing pedestrian crossing

6. Amenity:

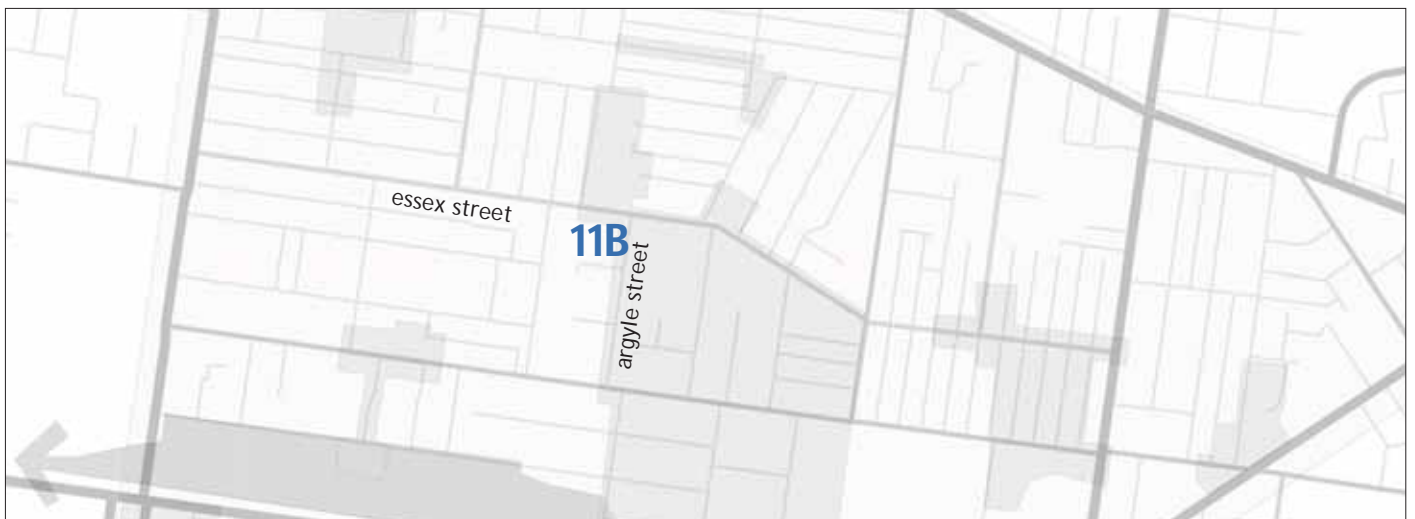
- > extend footpah where appropriate

7. Additional Comments

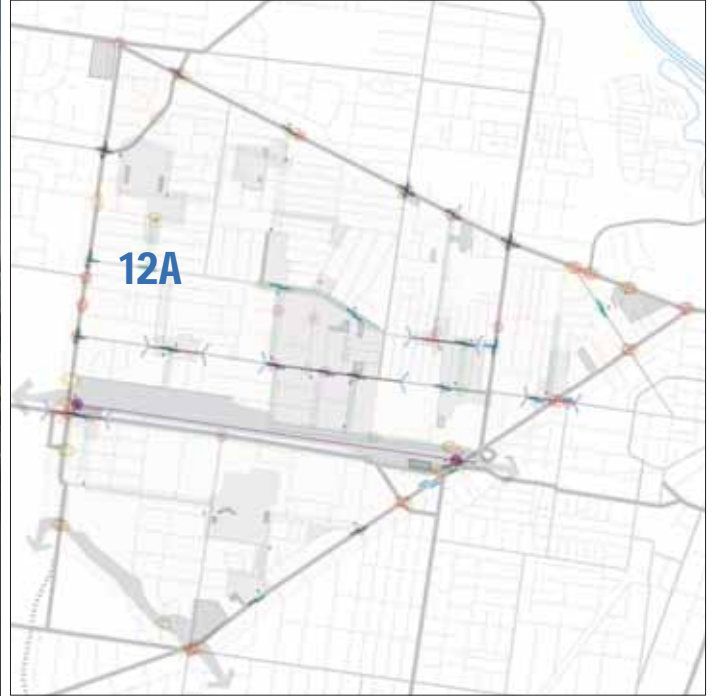




1. Location:
 - > Essex Street near Argyle Street [south]
2. Routes:
 - > bus route 216
 - > bus route 219
3. Shelter:
 - > install new shelter (metro)
4. Signage:
 - > install new timetable information
 - > install new route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > existing pedestrian crossing
6. Amenity:
 - > extend footpah where appropriate
7. Additional Comments



12 A Essex Street near Palmerston Street



1. Location:

- > Essex Street near Palmerston Street [north]

2. Routes:

- > bus route 216
- > bus route 219

3. Shelter:

- > existing + adequate shelter
- > existing shelter with no advertisement

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

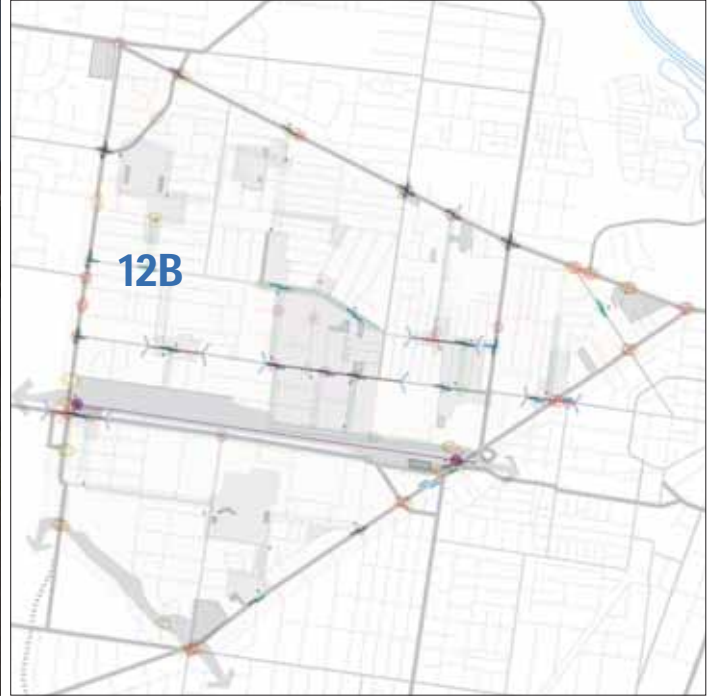
- > install new tactile indicators
- > existing + adequate footpath width
- > investigate the provision of crossing facilities for pedestrians

6. Amenity:

- > install new cycle racks
- > install new bins
- > extend footpath where appropriate

7. Additional Comments





1. Location:

- > Essex Street near Palmerston Street [south]

2. Routes:

- > bus route 216
- > bus route 219

3. Shelter:

- > install new shelter (metro)
- > install new shelter with advertisement

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

- > install new tactile indicators
- > existing + adequate footpath width
- > investigate the provision of crossing facilities for pedestrians

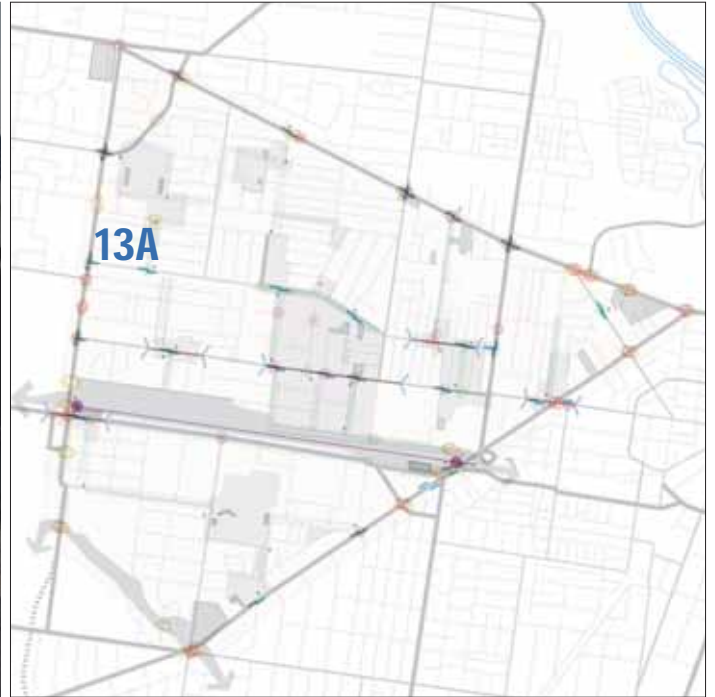
6. Amenity:

- > install new bins
- > existing + adequate pedestrian waiting space

7. Additional Comments



13 A Essex Street near Ashley Street



1. Location:

- > Essex Street near Ashley Street [north]

2. Routes:

- > bus route 216
- > bus route 219

3. Shelter:

- > install new shelter (metro)
- > install new shelter with advertisement

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

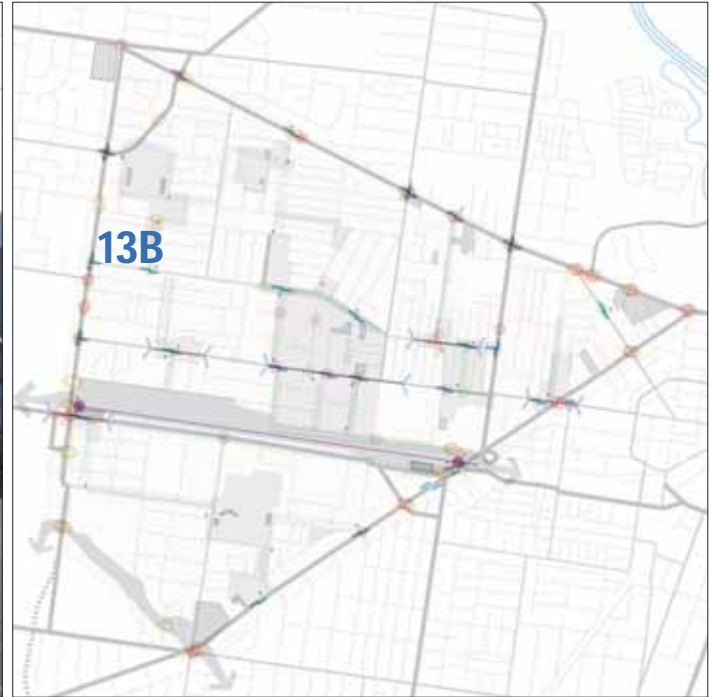
- > install new tactile indicators
- > existing + adequate footpath width
- > investigate the provision of crossing facilities for pedestrians

6. Amenity:

- > install new cycle racks
- > install new bins
- > extend footpath where appropriate

7. Additional Comments





1. Location:

- > Essex Street near Ashley Street [south]

2. Routes:

- > bus route 216
- > bus route 219

3. Shelter:

- > install new shelter (metro)
- > install new shelter with advertisement

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

- > install new tactile indicators
- > existing + adequate footpath width
- > investigate the provision of crossing facilities for pedestrians

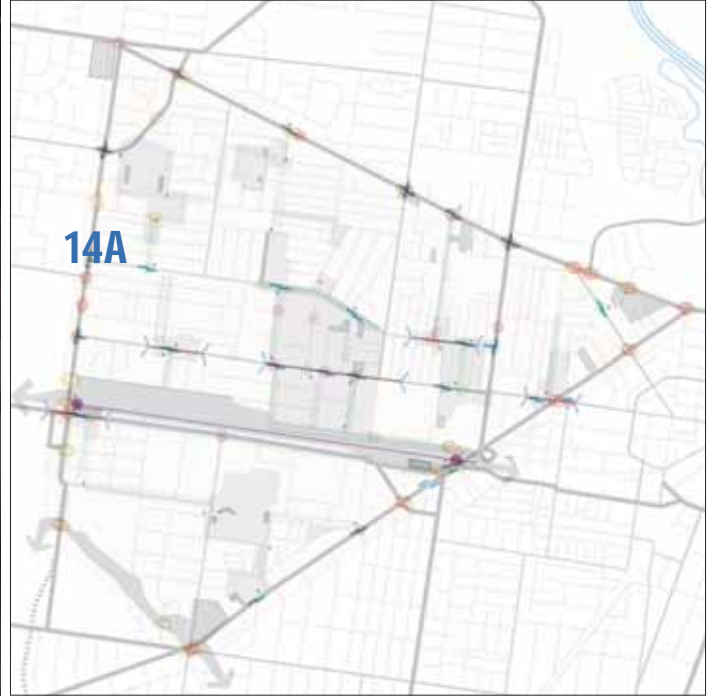
6. Amenity:

- > install new cycle racks
- > install new bins
- > extend footpah where appropriate

7. Additional Comments



14 A Ashley Street near Essex Street



1. Location:

- > Ashley Street near Essex Street [east]

2. Routes:

- > bus route 220

3. Shelter:

- > existing seat is adequate

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

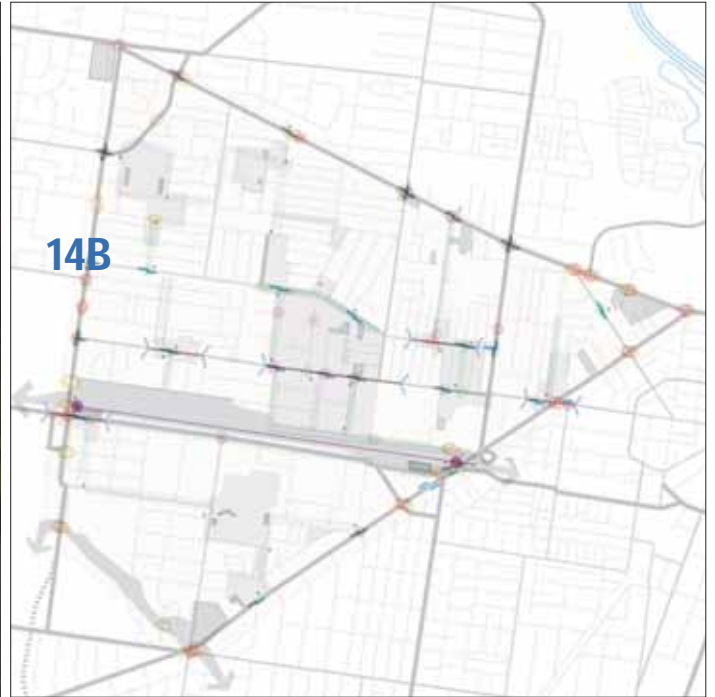
- > install new tactile indicators

6. Amenity:

- > existing + adequate seating
- > install new cycle racks
- > existing + adequate bins
- > existing + adequate pedestrian waiting space

7. Additional Comments

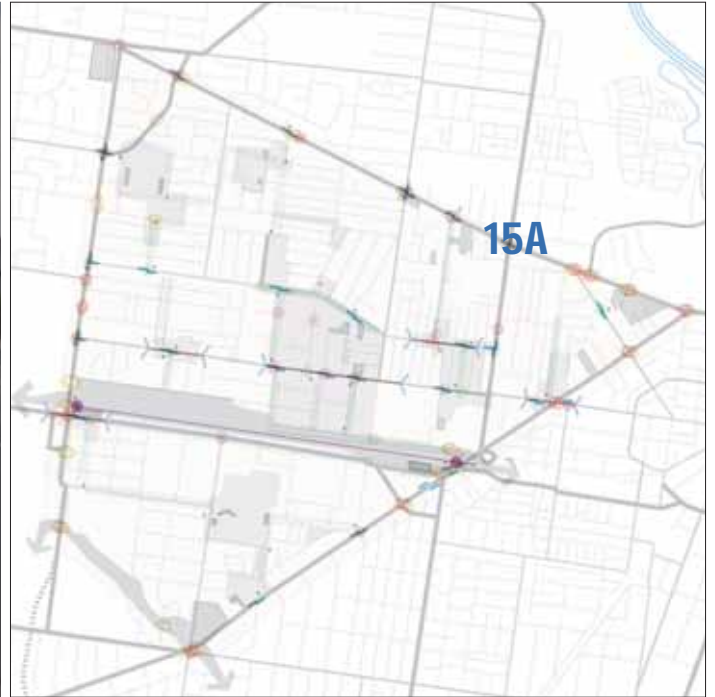




1. Location:
 - > Ashley Street near Essex Street [west]
2. Routes:
 - > bus route 220
3. Shelter:
 - > install new shelter (metro)
4. Signage:
 - > install new timetable information
 - > install new route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
6. Amenity:
 - > extend footpah where appropriate
7. Additional Comments



15 A Ballarat Road near Gordon Street



1. Location:
> Ballarat Road near Gordon Street [north]

2. Routes:
> bus route 223
> bus route 406
> night rider

3. Shelter:
> install new shelter (metro)
> install new shelter with advertisement

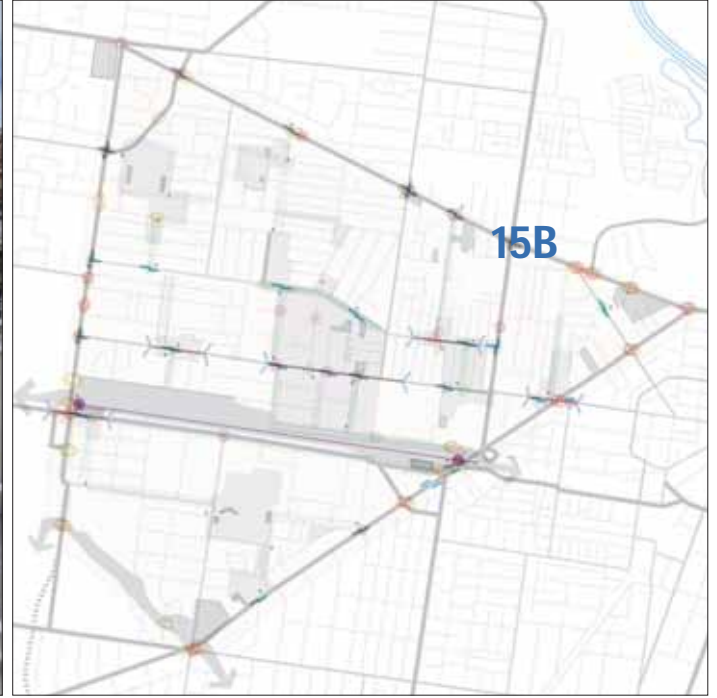
4. Signage:
> install new timetable information
> install new route information
> install wayfinding signage

5. Accessibility:
> install new tactile indicators
> existing + adequate footpath width
> investigate lighting

6. Amenity:
> install new cycle racks
> install new bins
> install new street trees
> existing + adequate pedestrian waiting space

7. Additional Comments
> consider relocating bus stop further west towards intersection

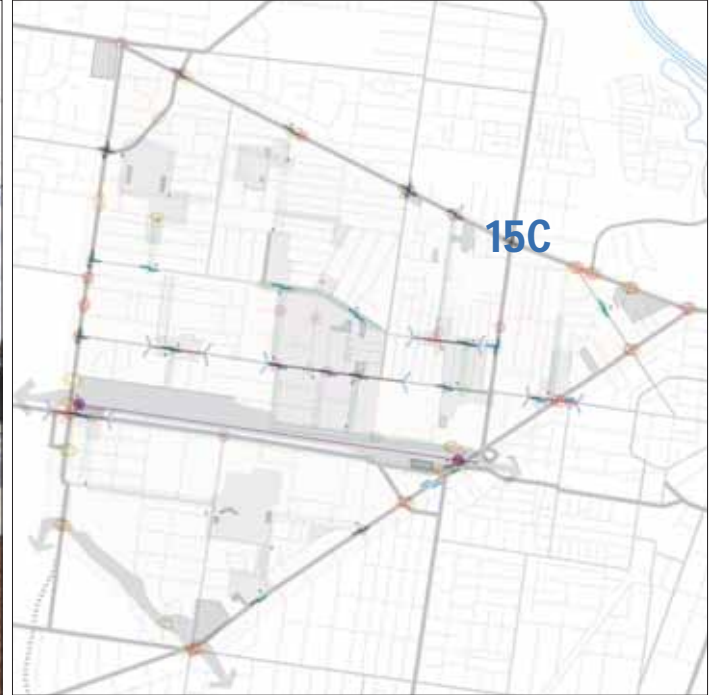




1. Location:
 - > Ballarat Road near Gordon Street [south]
2. Routes:
 - > bus route 223
 - > night rider
3. Shelter:
 - > install new shelter (metro)
 - > install new shelter with advertisement
4. Signage:
 - > existing + adequate timetable information
 - > install new route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > existing + adequate footpath width
 - > investigate lighting
6. Amenity:
 - > install new seating
 - > install new cycle racks
 - > existing + adequate bins
 - > install new street trees
 - > existing + adequate pedestrian waiting space
7. Additional Comments

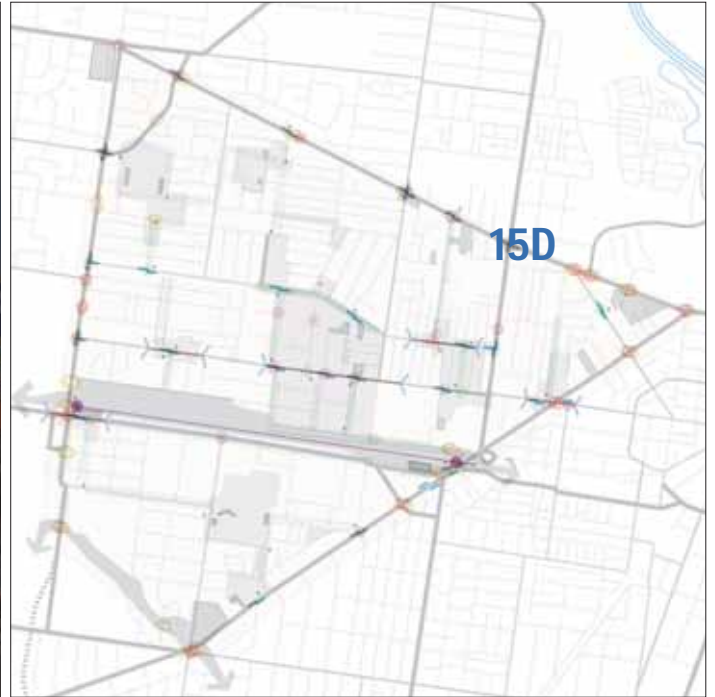


15 C Gordon Street near Ballarat Road



1. Location:
 - > Gordon Street near Ballarat Road [east]
2. Routes:
 - > tram route 82
3. Shelter:
 - > install new shelter (metro)
 - > install new shelter with advertisement
4. Signage:
 - > existing + adequate timetable information
 - > existing + adequate route information
 - > install extra timetable information
 - > install real time visual display
 - > install wayfinding signage
5. Accessibility:
 - > existing + adequate tactile indicators
 - > existing + adequate footpath width
 - > existing pedestrian lighting
 - > existing pedestrian crossing
6. Amenity:
 - > install new cycle racks
 - > install new bins
 - > install new street trees
 - > extend footpath where appropriate
7. Additional Comments
 - > consider constructing a tram superstop





1. Location:

- > Gordon Street near Ballarat Road [west]

2. Routes:

- > tram route 82
- > bus route 406

3. Shelter:

- > install new shelter (metro)
- > install new shelter with advertisement

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install extra timetable information
- > install real time visual display
- > install wayfinding signage

5. Accessibility:

- > existing + adequate tactile indicators
- > existing + adequate footpath width
- > existing pedestrian lighting
- > existing pedestrian crossing

6. Amenity:

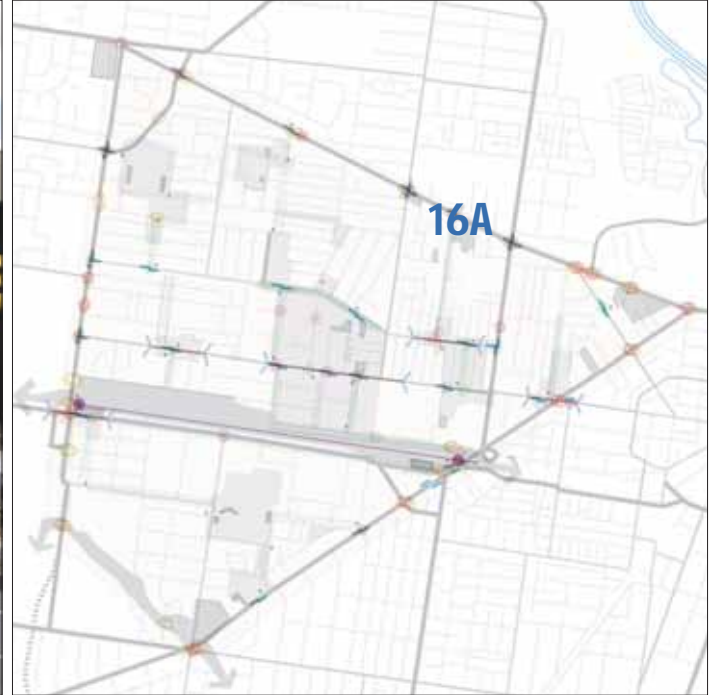
- > install new seating
- > install new cycle racks
- > install new bins
- > install new street trees
- > extend footpath where appropriate

7. Additional Comments

- > consider constructing a tram superstop
- > consolidate the bus and tram stops



16 A Ballarat Road near Eleanor Street



1. Location:
> Ballarat Road near Eleanor Street [north]

2. Routes:
> bus route 223
> bus route 410
> night rider

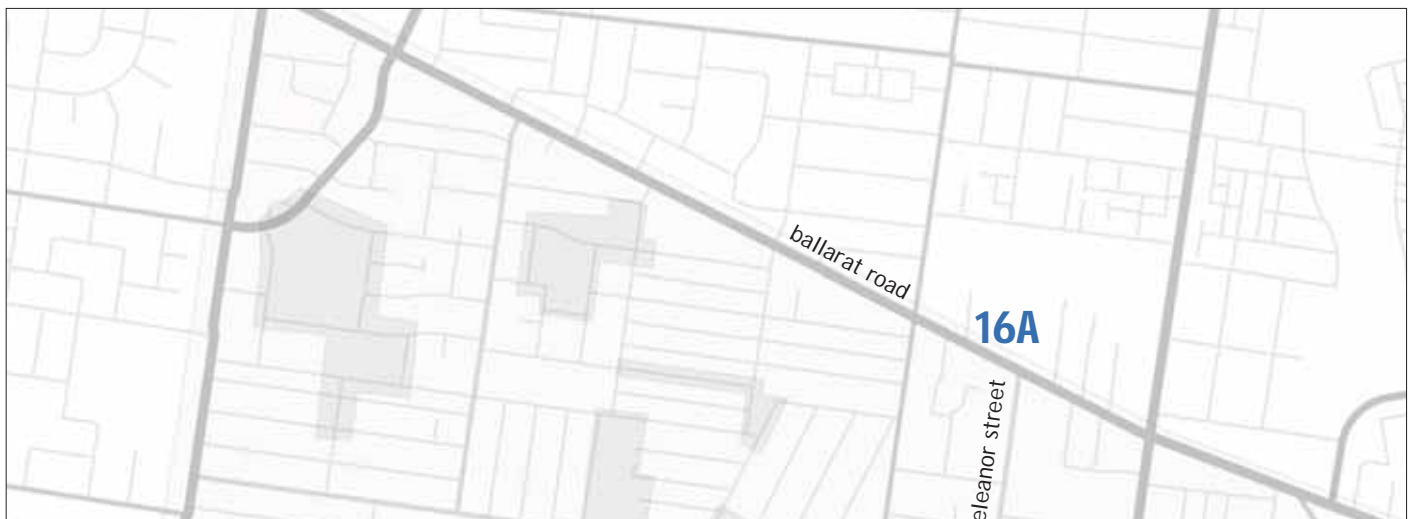
3. Shelter:
> existing + adequate shelter
> existing shelter with no advertisement

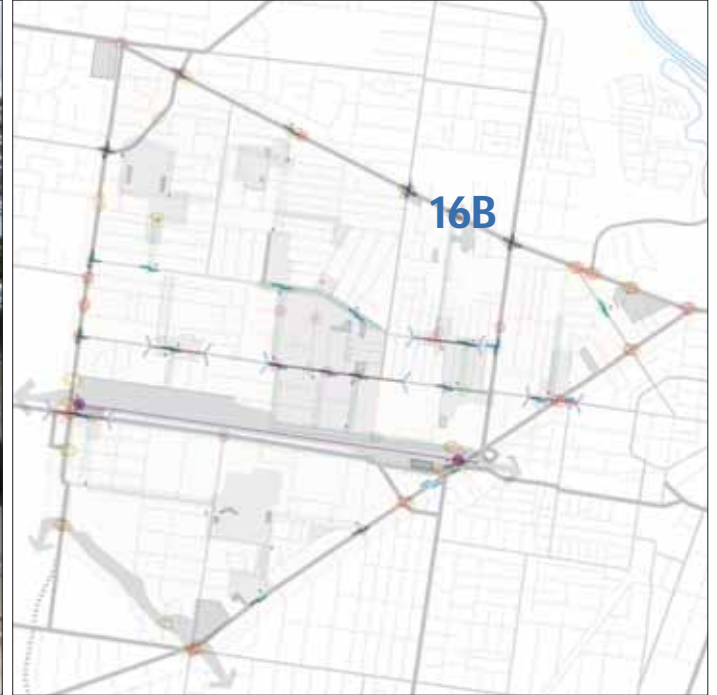
4. Signage:
> existing + adequate timetable information
> existing + adequate route information
> install extra timetable information
> install wayfinding signage

5. Accessibility:
> install new tactile indicators
> existing + adequate footpath width
> existing pedestrian lighting
> existing pedestrian crossing

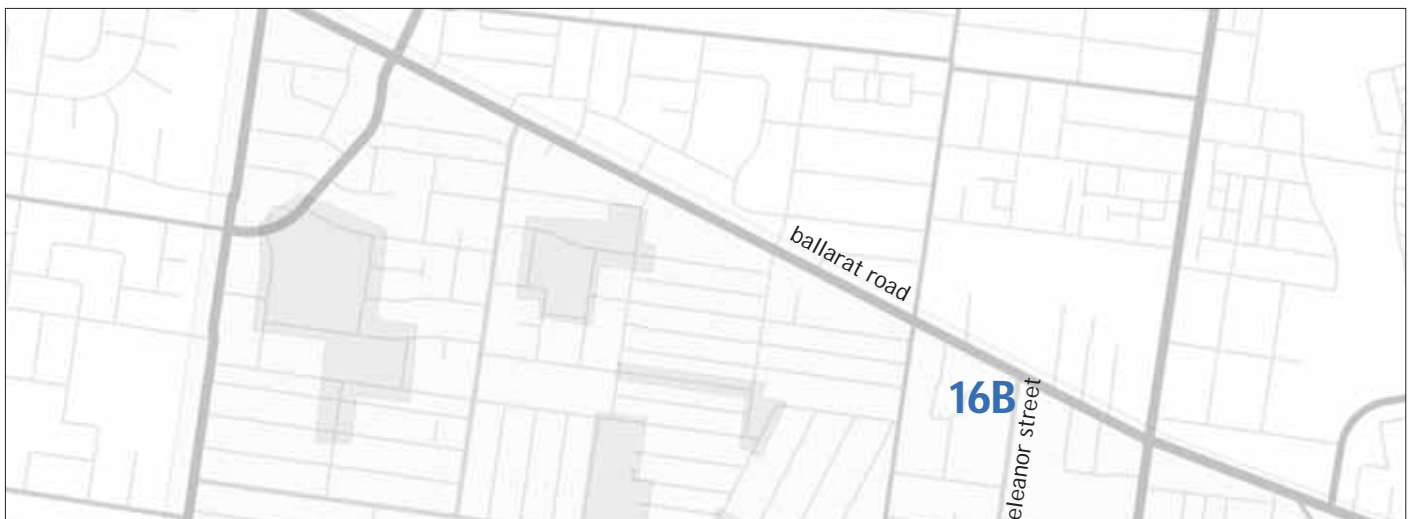
6. Amenity:
> install new cycle racks
> install new bins
> install new street trees

7. Additional Comments

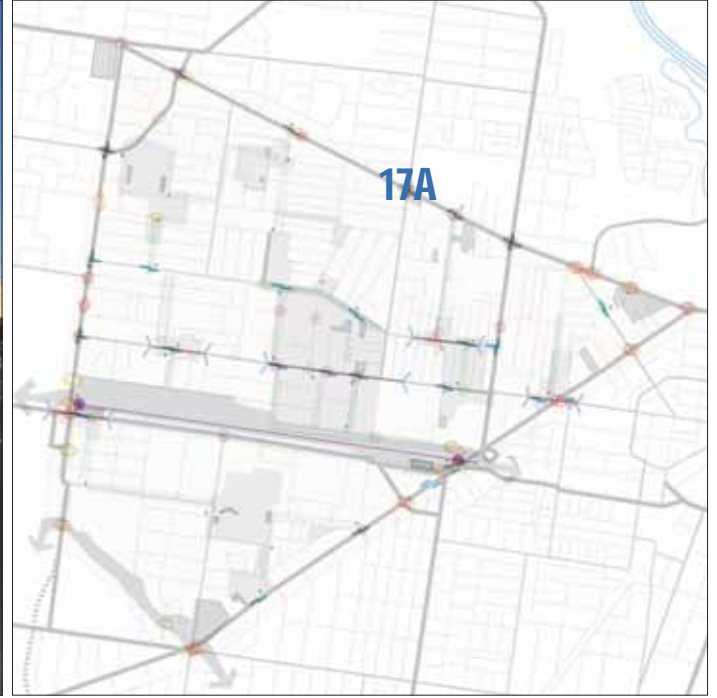




1. Location:
 - > Ballarat Road near Eleanor Street [south]
2. Routes:
 - > bus route 223
 - > bus route 410
 - > night rider
3. Shelter:
 - > existing + adequate shelter
 - > existing shelter with no advertisement
4. Signage:
 - > existing + adequate timetable information
 - > existing + adequate route information
 - > install extra timetable information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > existing + adequate footpath width
 - > existing pedestrian lighting
 - > existing pedestrian crossing
6. Amenity:
 - > install new cycle racks
 - > install new bins
 - > install new street trees
7. Additional Comments



17 A Ballarat Road near Summerhill Road



1. Location:

- > Ballarat Road near Summerhill Road [north]

2. Routes:

- > bus route 410
- > night rider

3. Shelter:

- > existing + adequate shelter
- > existing shelter with no advertisement

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

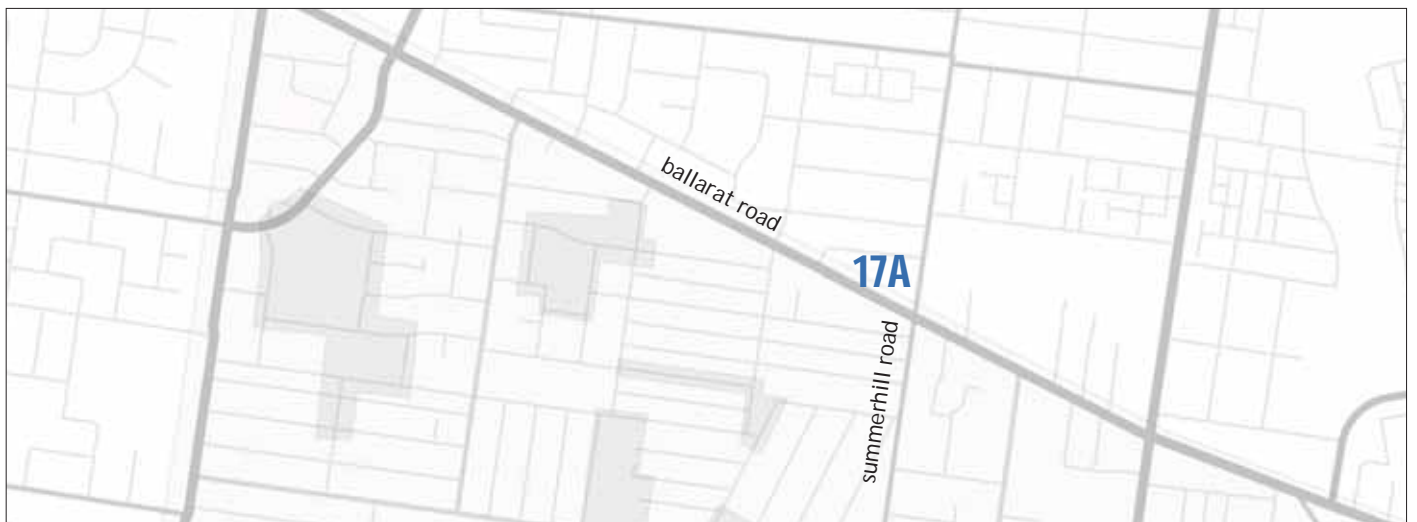
- > install new tactile indicators
- > existing + adequate footpath width
- > existing pedestrian lighting
- > existing pedestrian crossing

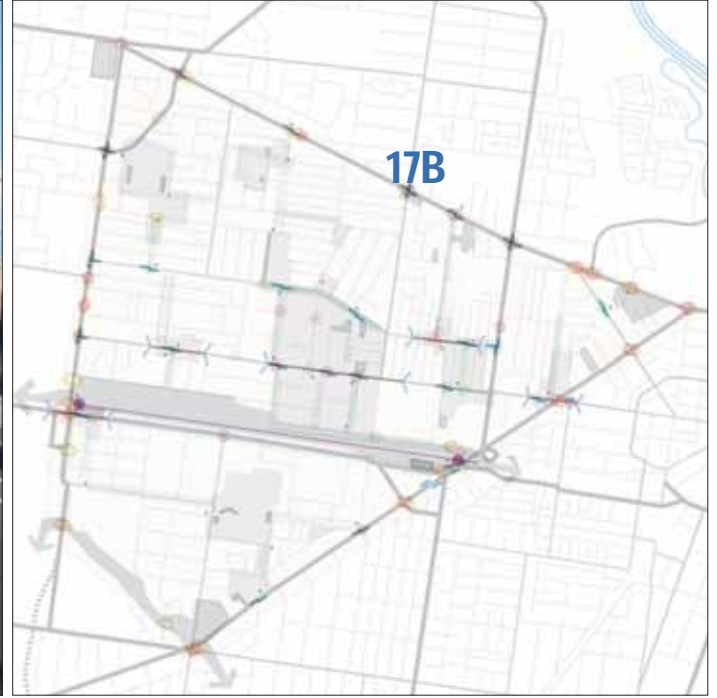
6. Amenity:

- > install new bins
- > install new street trees
- > existing + adequate pedestrian waiting space

7. Additional Comments

- > move bus stop east over the intersection in order to serve both the 410 and 223 bus routes





1. Location:

- > Ballarat Road near Summerhill Road [south]

2. Routes:

- > bus route 410
- > night rider

3. Shelter:

- > install new shelter (metro)
- > install new shelter with advertisement

4. Signage:

- > existing + adequate timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

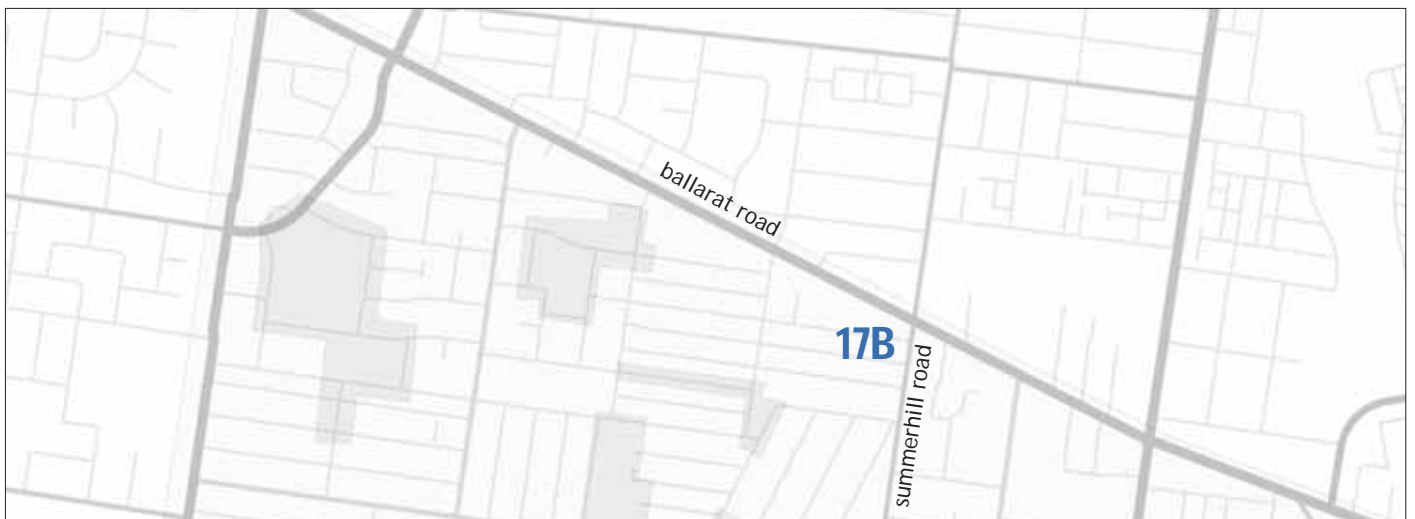
- > install new tactile indicators
- > existing + adequate footpath width
- > investigate lighting
- > existing pedestrian crossing

6. Amenity:

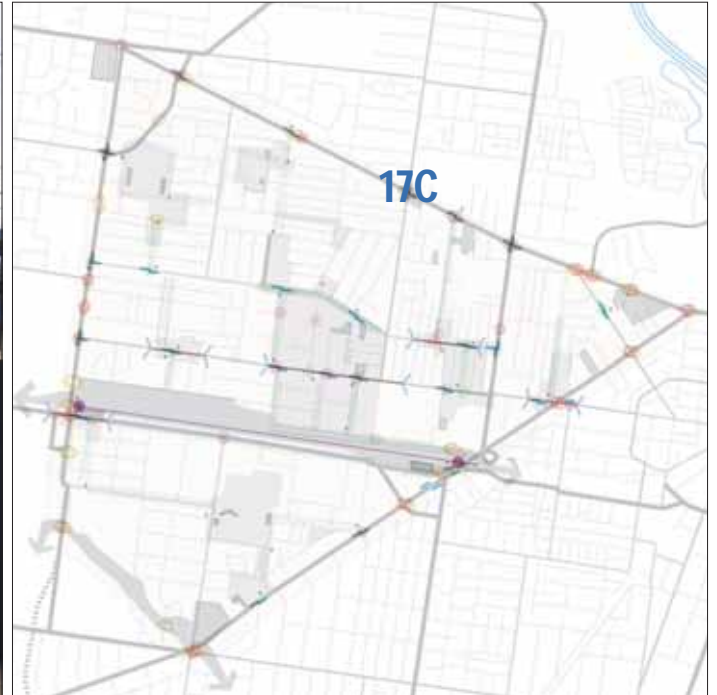
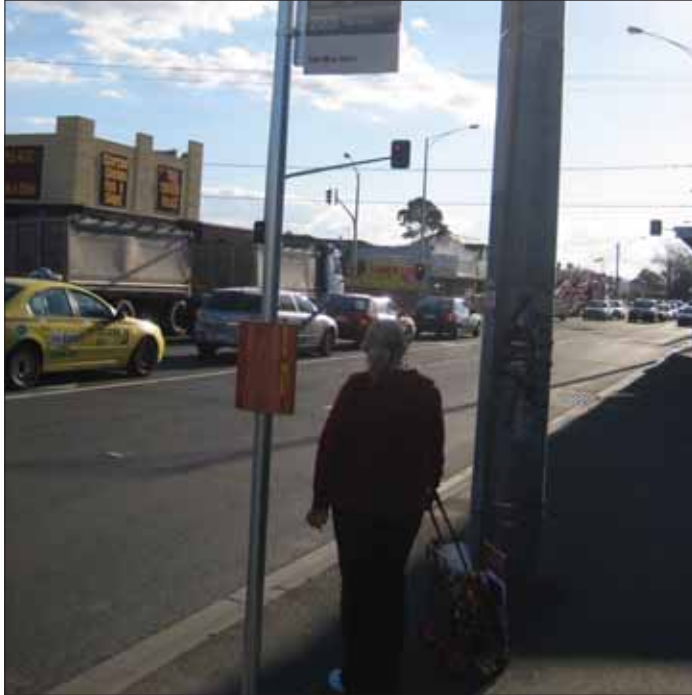
- > install new cycle racks
- > install new bins
- > existing + adequate pedestrian waiting space

7. Additional Comments

- > move bus stop east over the intersection in order to serve both the 410 and 223 bus routes



17 C Ballarat Road near Summerhill Road



1. Location:

- > Ballarat Road near Summerhill Road [north]

2. Routes:

- > bus route 223
- > night rider

3. Shelter:

- > install new shelter (metro)
- > install new shelter with advertisement

4. Signage:

- > install new timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

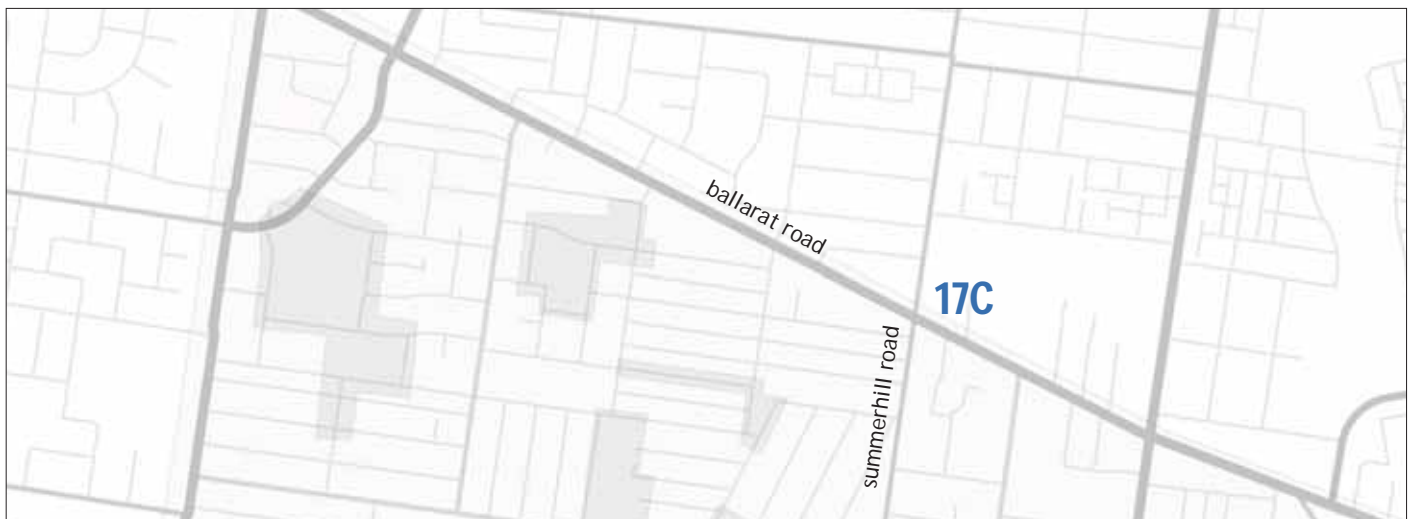
- > install new tactile indicators
- > existing + adequate footpath width
- > existing pedestrian lighting
- > existing pedestrian crossing

6. Amenity:

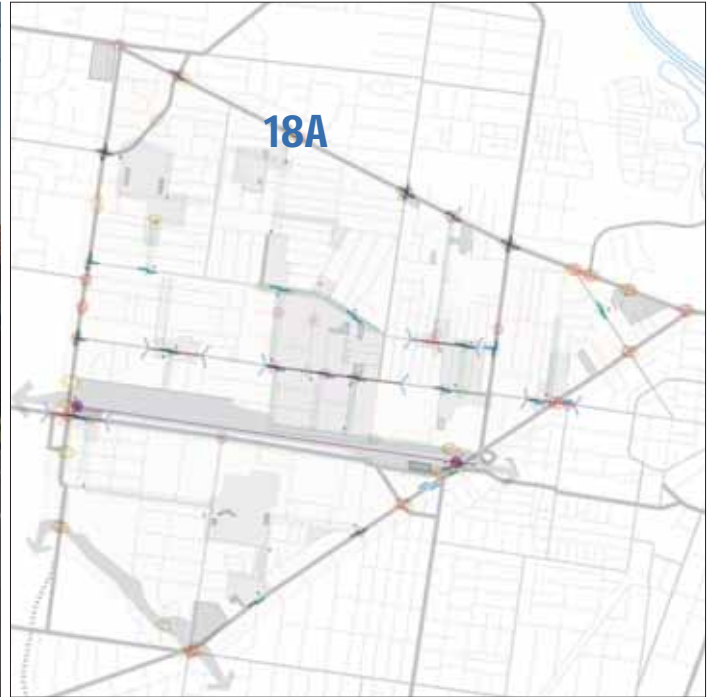
- > install new cycle racks
- > install new bins
- > existing + adequate pedestrian waiting space

7. Additional Comments

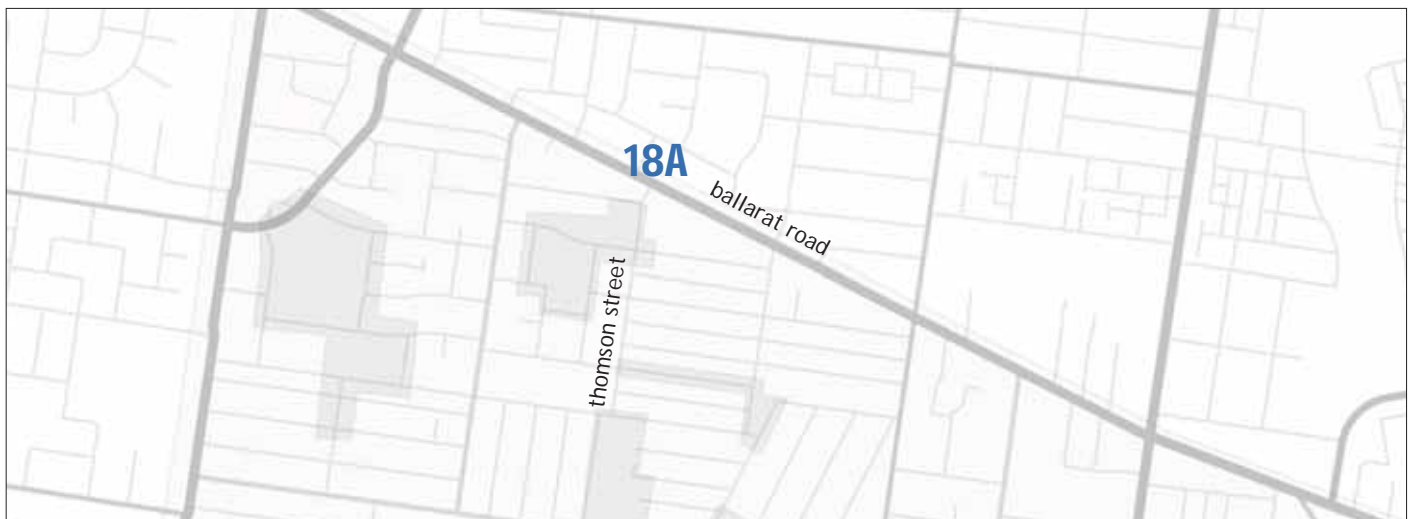
- > consolidate the two bus stops that serves 410 and 223 bus routes at this location

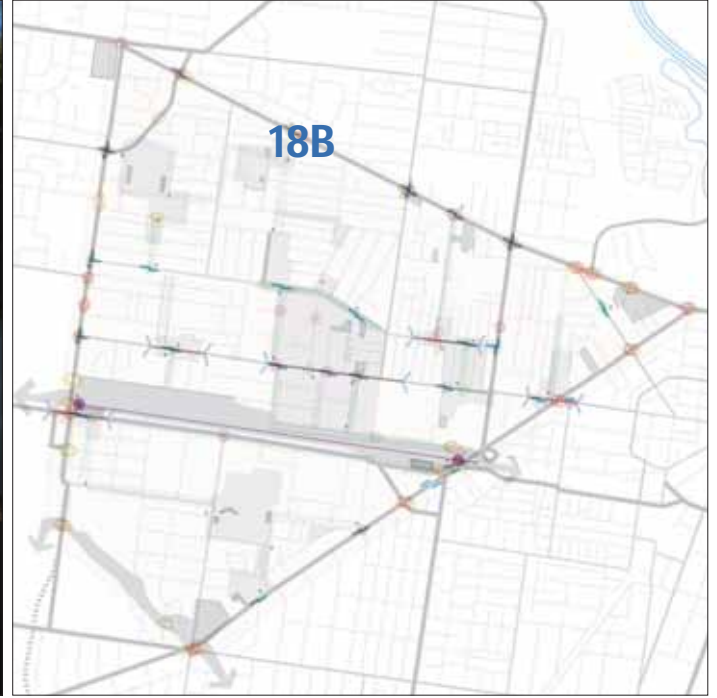


18 A Ballarat Road near Thomson Street

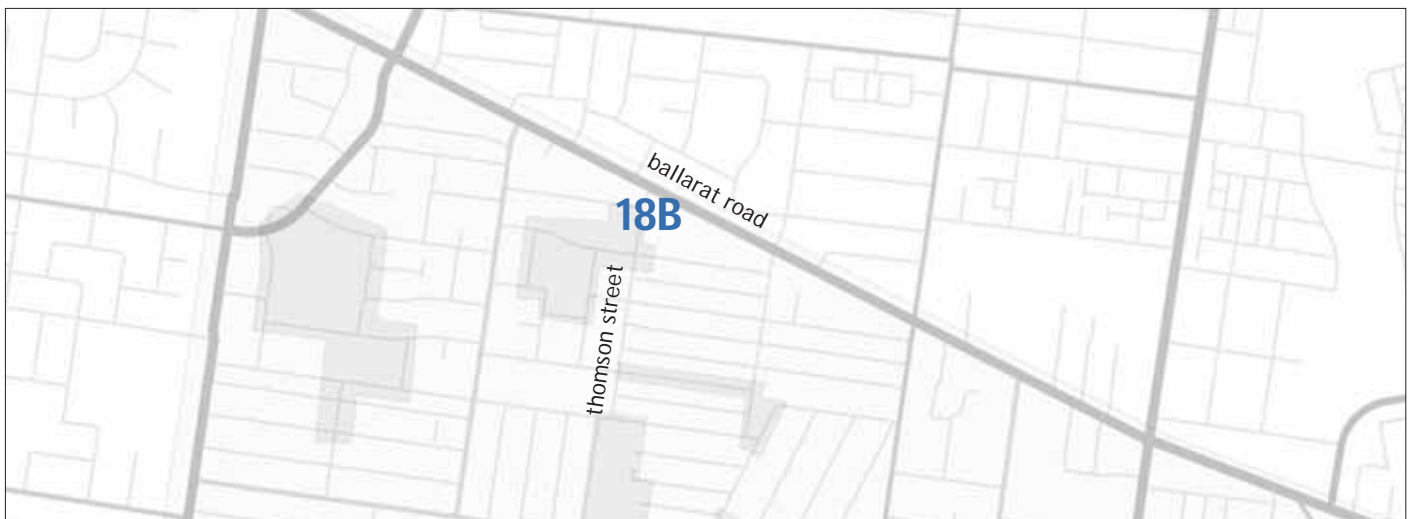


1. Location:
 - > Ballarat Road near Thomson Street [north]
2. Routes:
 - > bus route 410
 - > night rider
3. Shelter:
 - > existing + adequate shelter
 - > existing shelter with no advertisement
4. Signage:
 - > existing + adequate timetable information
 - > existing + adequate route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > existing pedestrian lighting
 - > existing pedestrian crossing
6. Amenity:
 - > install new cycle racks
 - > install new bins
 - > install new street trees
7. Additional Comments
 - > bus stop location is well placed just west of pedestrian crossing

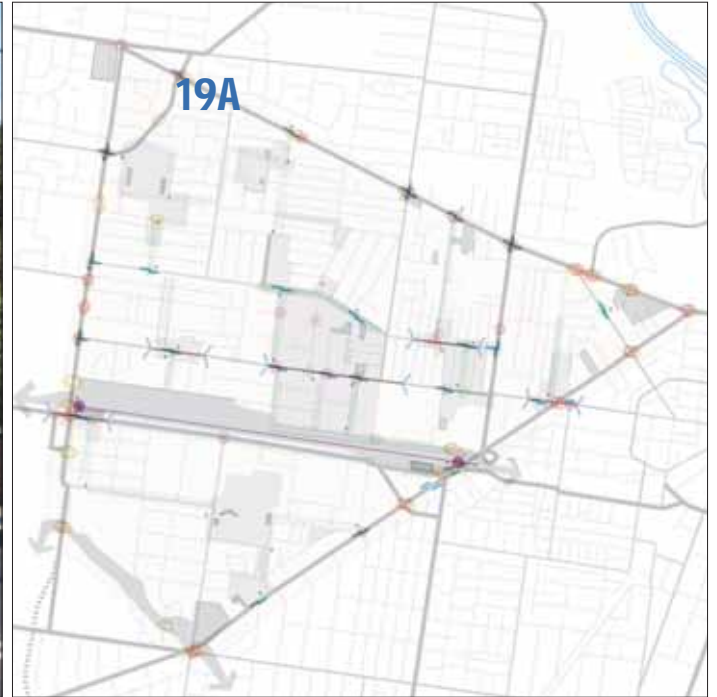




1. Location:
 - > Ballarat Road near Thomson Street [south]
2. Routes:
 - > bus route 410
 - > night rider
3. Shelter:
 - > existing shelter but needs replacement
 - > install new shelter (metro)
 - > install new shelter with advertisement
4. Signage:
 - > existing + adequate timetable information
 - > existing + adequate route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > existing pedestrian lighting
 - > existing pedestrian crossing
6. Amenity:
 - > install new cycle racks
 - > install new bins
 - > install new street trees
 - > extend footpath where appropriate
7. Additional Comments
 - > consider relocating bus stop to just east of pedestrian crossing



19 A Ballarat Road near Churchill Avenue



1. Location:

- > Ballarat Road near Churchill Avenue [north]

2. Routes:

- > bus route 410
- > night rider

3. Shelter:

- > install new shelter (metro)

4. Signage:

- > install new timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

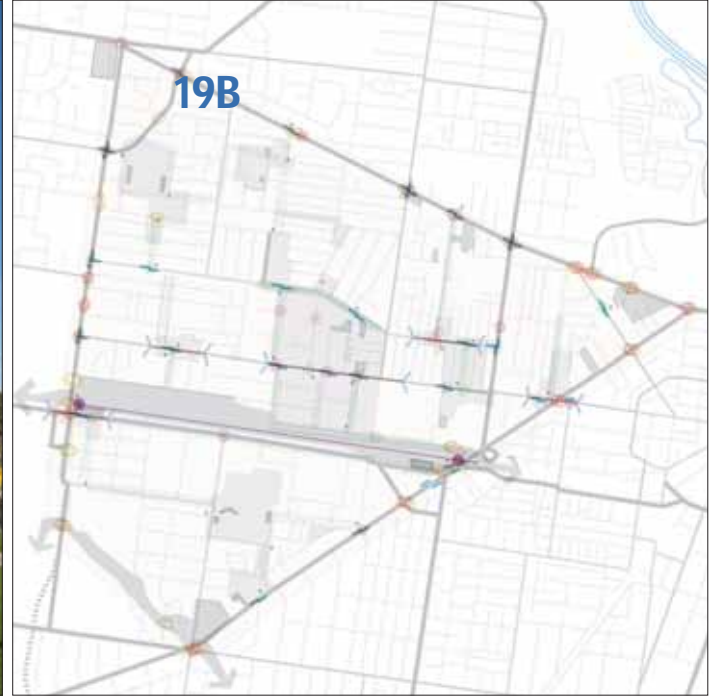
- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant
- > existing pedestrian lighting
- > investigate the provision of crossing facilities for pedestrians

6. Amenity:

- > install new cycle racks
- > install new bins
- > extend footpah where appropriate

7. Additional Comments





1. Location:

- > Ballarat Road near Churchill Avenue [south]

2. Routes:

- > bus route 410
- > night rider

3. Shelter:

- > install new shelter (metro)
- > install new shelter with advertisement

4. Signage:

- > install new timetable information
- > existing + adequate route information
- > install wayfinding signage

5. Accessibility:

- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant
- > existing pedestrian lighting

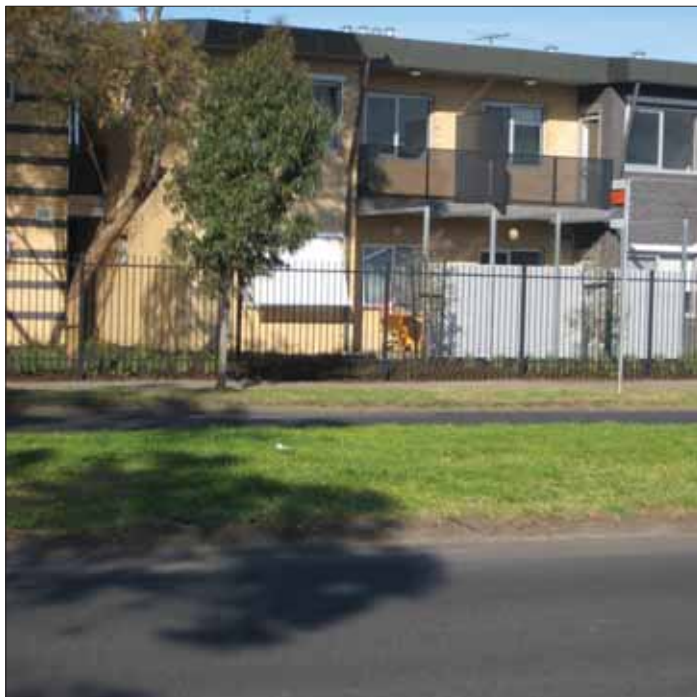
6. Amenity:

- > install new cycle racks
- > install new bins
- > install new street trees
- > extend footpah where appropriate

7. Additional Comments



20 A Churchill Avenue near Ballarat Road



1. Location:

- > Churchill Avenue near Ballarat Road [east]

2. Routes:

- > bus route 408
- > bus route 410

3. Shelter:

- > install new shelter (metro)
- > install new shelter with advertisement

4. Signage:

- > install new timetable information
- > existing + adequate route information
- > install wayfinding signage

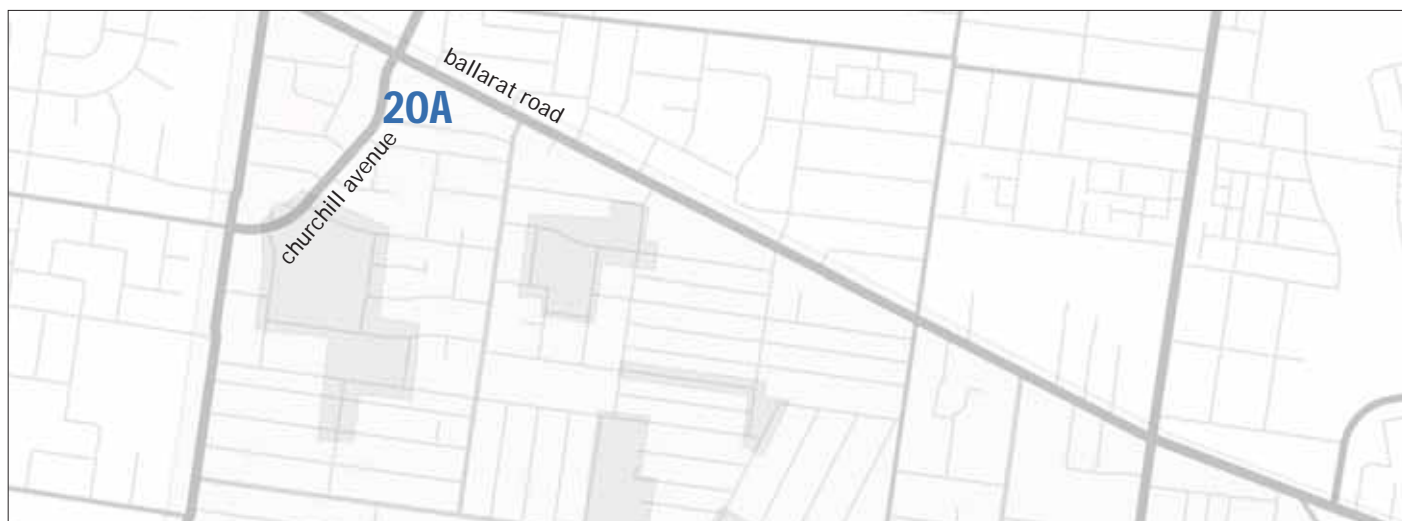
5. Accessibility:

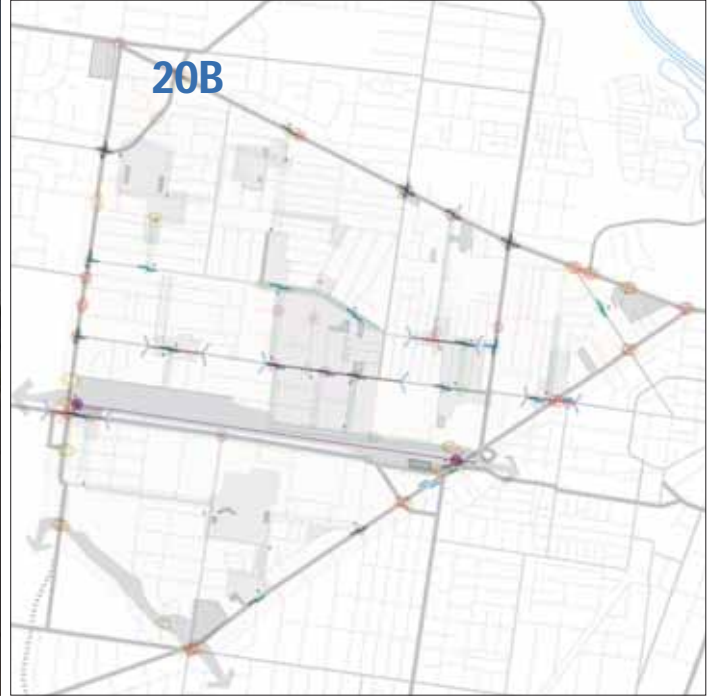
- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant
- > existing pedestrian lighting
- > investigate the provision of crossing facilities for pedestrians

6. Amenity:

- > install new cycle racks
- > install new bins
- > install new street trees
- > extend footpah where appropriate

7. Additional Comments

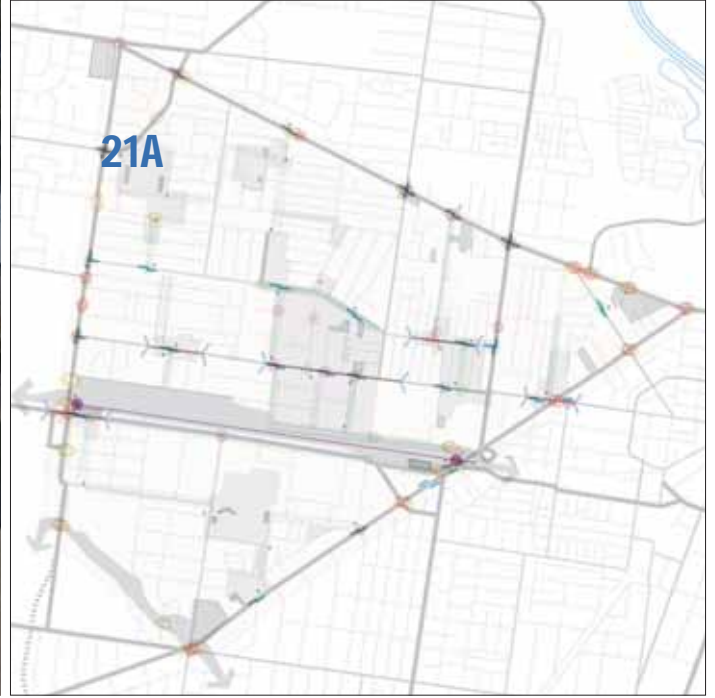




1. Location:
 - > Churchill Avenue near Ballarat Road [west]
2. Routes:
 - > bus route 408
 - > bus route 410
3. Shelter:
 - > install new shelter (metro)
 - > install new urban shelter (evo)
 - > install new shelter with no advertisement
4. Signage:
 - > install new timetable information
 - > existing + adequate route information
 - > install new route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > existing pedestrian lighting
6. Amenity:
 - > investigate the provision of crossing facilities for pedestrians
 - > install new cycle racks
 - > install new bins
 - > install new street trees
 - > extend footpath where appropriate
7. Additional Comments

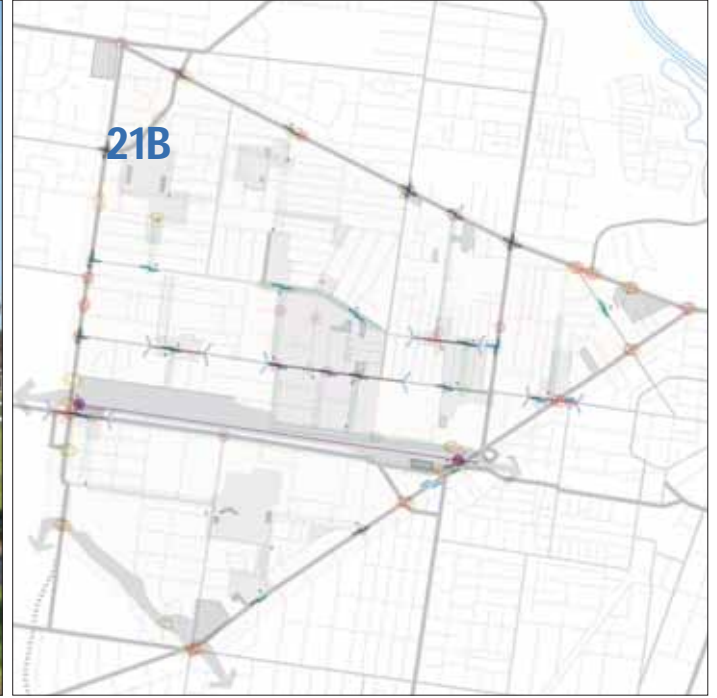


21 A Churchill Avenue near Ashley Street



1. Location:
 - > Churchill Avenue near Ashley Street [north]
2. Routes:
 - > bus route 408
 - > bus route 410
3. Shelter:
 - > existing + adequate shelter
 - > existing shelter with advertisement
4. Signage:
 - > install new timetable information
 - > existing + adequate route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > existing pedestrian lighting
 - > investigate the provision of crossing facilities for pedestrians
6. Amenity:
 - > install new cycle racks
 - > install new bins
 - > install new street trees
 - > extend footpah where appropriate
7. Additional Comments
 - > consider relocating bus stop closer to the Ashley Street corner otherwise install a new pedestrian crossing

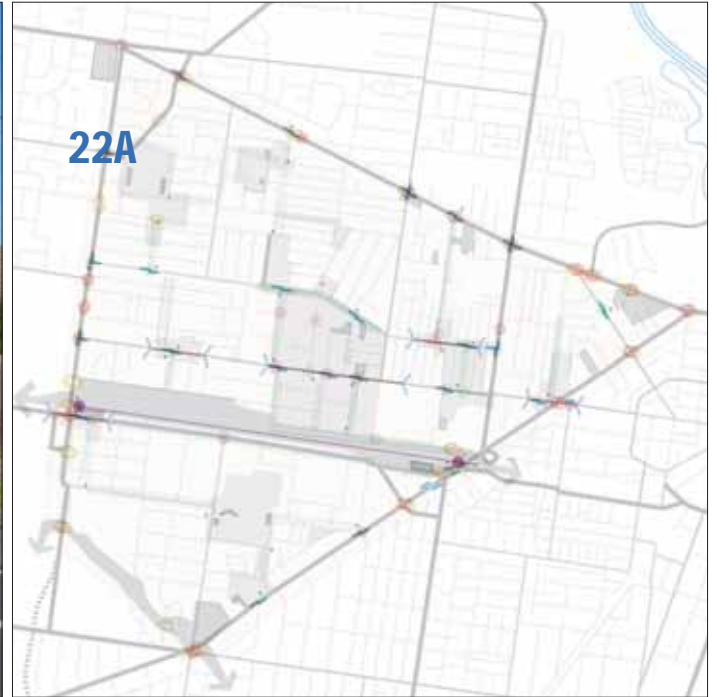




1. Location:
 - > Churchill Avenue near Ashley Street [south]
2. Routes:
 - > bus route 216
 - > bus route 219
3. Shelter:
 - > existing + adequate shelter
 - > existing shelter with advertisement
4. Signage:
 - > install new timetable information
 - > existing + adequate route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > existing + adequate footpath width
 - > existing pedestrian lighting
 - > investigate the provision of crossing facilities for pedestrians
6. Amenity:
 - > install new cycle racks
 - > install new bins
 - > install new street trees
 - > existing + adequate pedestrian waiting space
7. Additional Comments
 - > consider relocating bus stop closer to the Ashley Street corner otherwise install a new pedestrian crossing

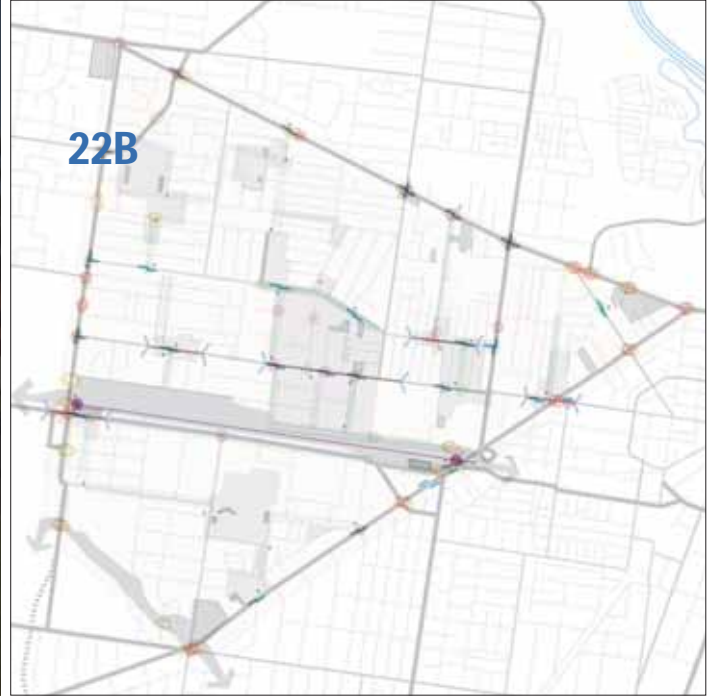


22 A Ashley Street near Churchill Avenue



1. Location:
 - > Ashley Street near Churchill Avenue [east]
2. Routes:
 - > bus route 220
3. Shelter:
 - > existing + adequate shelter
 - > existing shelter with no advertisement
4. Signage:
 - > existing + adequate timetable information
 - > existing + adequate route information
 - > install extra timetable information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > existing pedestrian lighting
 - > existing pedestrian crossing
6. Amenity:
 - > install new cycle racks
 - > install new bins
 - > install new street trees
 - > extend footpath where appropriate
7. Additional Comments





1. Location:

- > Ashley Street near Churchill Avenue [west]

2. Routes:

- > bus route 220

3. Shelter:

- > existing + adequate shelter
- > existing shelter with advertisement

4. Signage:

- > install new timetable information
- > existing + adequate route information
- > install extra timetable information
- > install wayfinding signage

5. Accessibility:

- > install new tactile indicators
- > ensure footpath + surrounds are DDA compliant
- > investigate lighting
- > investigate the provision of crossing facilities

for pedestrians

6. Amenity:

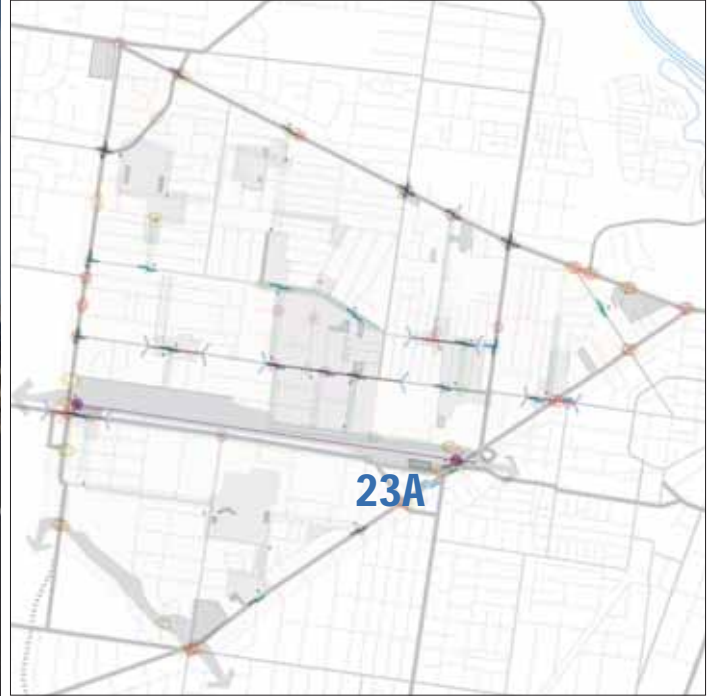
- > install new cycle racks
- > install new bins
- > install new street trees
- > extend footpath where appropriate

7. Additional Comments

- > install a new pedestrian crossing with pram crossings across the service lane



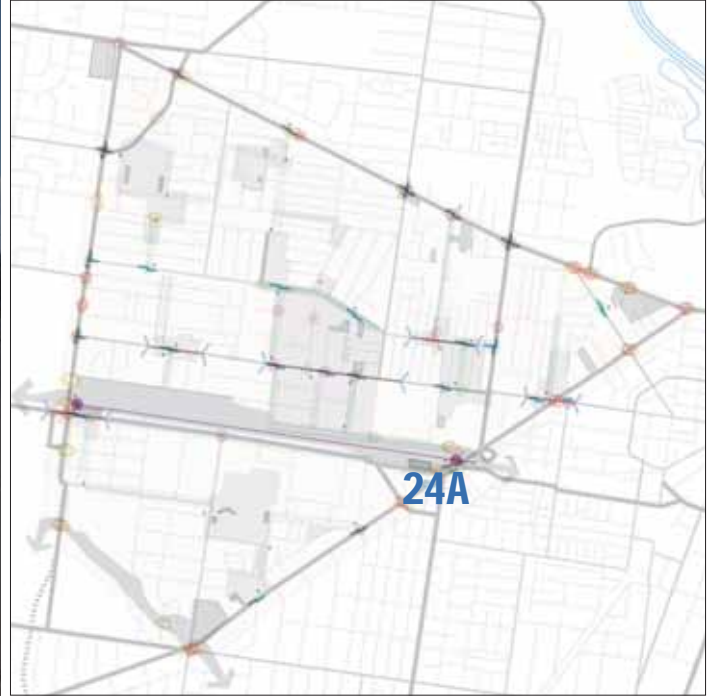
23 A Sunshine Road near Geelong Road



1. Location:
 - > Sunshine Rd near Geelong Road [south]
2. Routes:
 - > bus route 409
3. Shelter:
 - > existing shelter but needs replacement
 - > install new shelter (metro)
 - > install new shelter with advertisement
4. Signage:
 - > install new timetable information
 - > existing + adequate route information
 - > install extra timetable information (urban areas)
 - > install wayfinding signage
5. Accessibility:
 - > existing + adequate footpath width
 - > investigate lighting
 - > investigate the provision of crossing facilities for pedestrians
6. Amenity:
 - > existing + adequate seating
 - > install new cycle racks
7. Additional Comments
 - > relocate bus stop to a consolidated intermodal interchange on Sunshine Road and West Footscray Station
 - > install a new pedestrian crossing across Sunshine Road at West Footscray Station



24 A Geelong Road near Sunshine Road



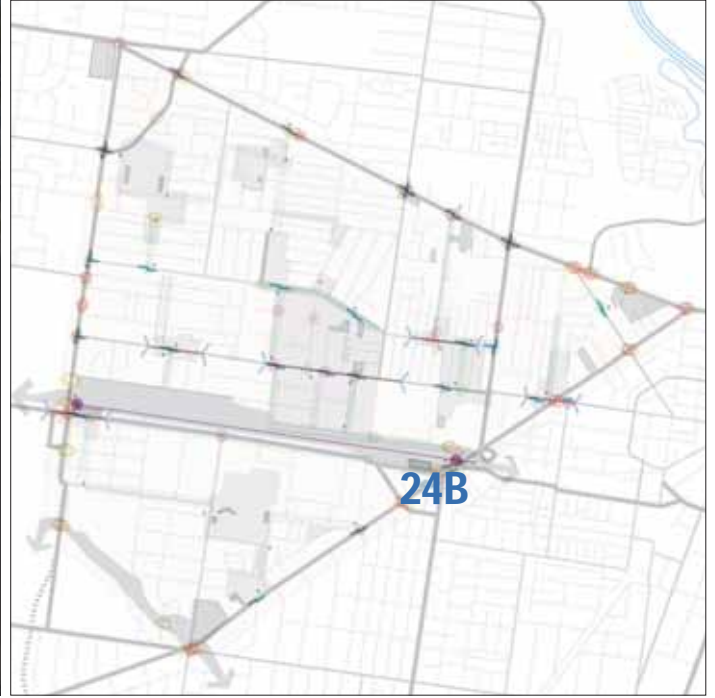
1. Location:
 - > Geelong Road near Sunshine Rd [east]
2. Routes:
 - > bus route 414
3. Shelter:
 - > existing + adequate shelter
 - > install new shelter with no advertisement
4. Signage:
 - > install new timetable information
 - > existing + adequate route information
 - > install extra timetable information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > existing + adequate footpath width

6. Amenity:

7. Additional Comments

- > the current low amenity of this bus stop due to this bad location means the bus stop needs to be moved further south off the overpass
- > install a new pedestrian crossing with pram crossings across the service lane
- > while the bus stop is still in its current location the rampway needs to be regularly cleaned

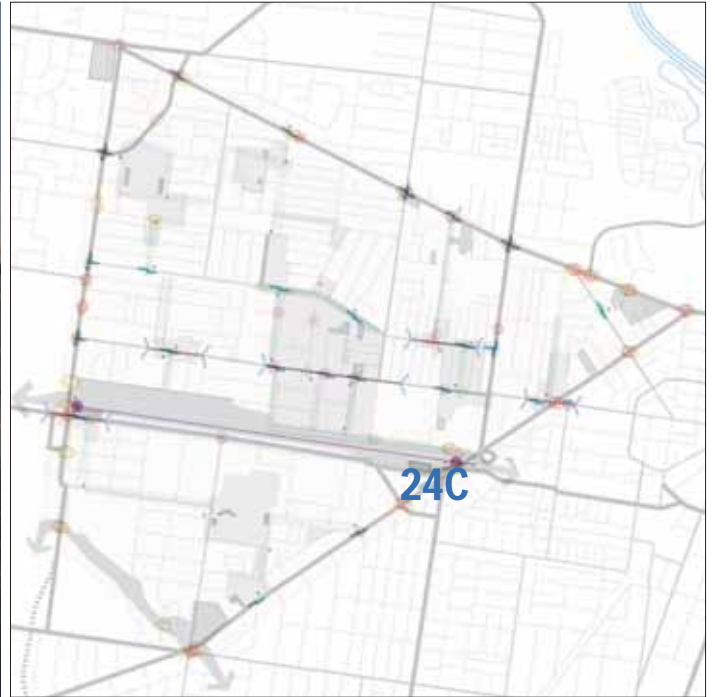




1. Location:
 - > Geelong Road near Sunshine Rd [west]
2. Routes:
 - > bus route 409
 - > bus route 411
 - > bus route 412
 - > bus route 472
3. Shelter:
 - > install new shelter (metro)
 - > install new shelter with advertisement
4. Signage:
 - > install new timetable information
 - > install new route information
 - > install extra timetable information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > investigate lighting
 - > investigate the provision of crossing facilities for pedestrians
6. Amenity:
 - > install new cycle racks
 - > install new bins
 - > install new street trees
 - > existing + adequate pedestrian waiting space
7. Additional Comments
 - > relocate bus stop to a consolidated intermodal interchange on Sunshine Road and West Footscray Station
 - > install a new pedestrian crossing across Sunshine Road at West Footscray Station



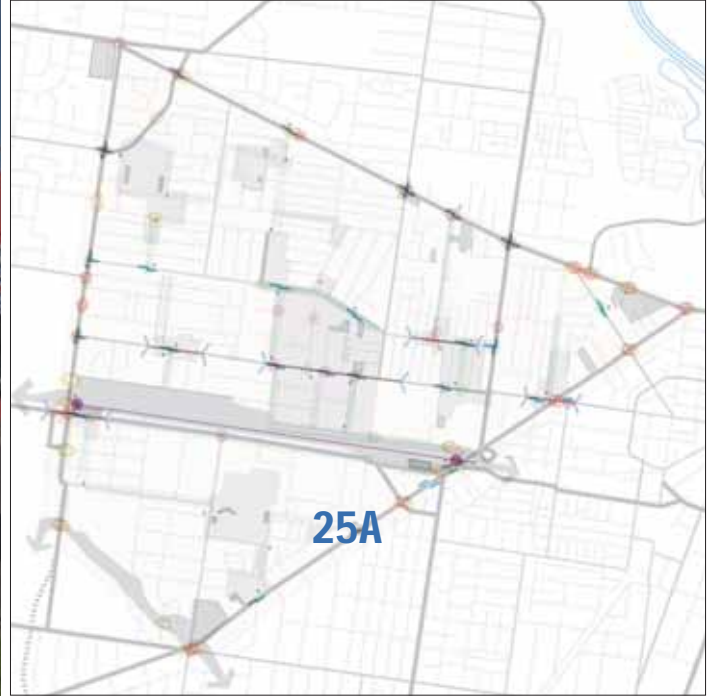
24 C Geelong Road near Sunshine Road



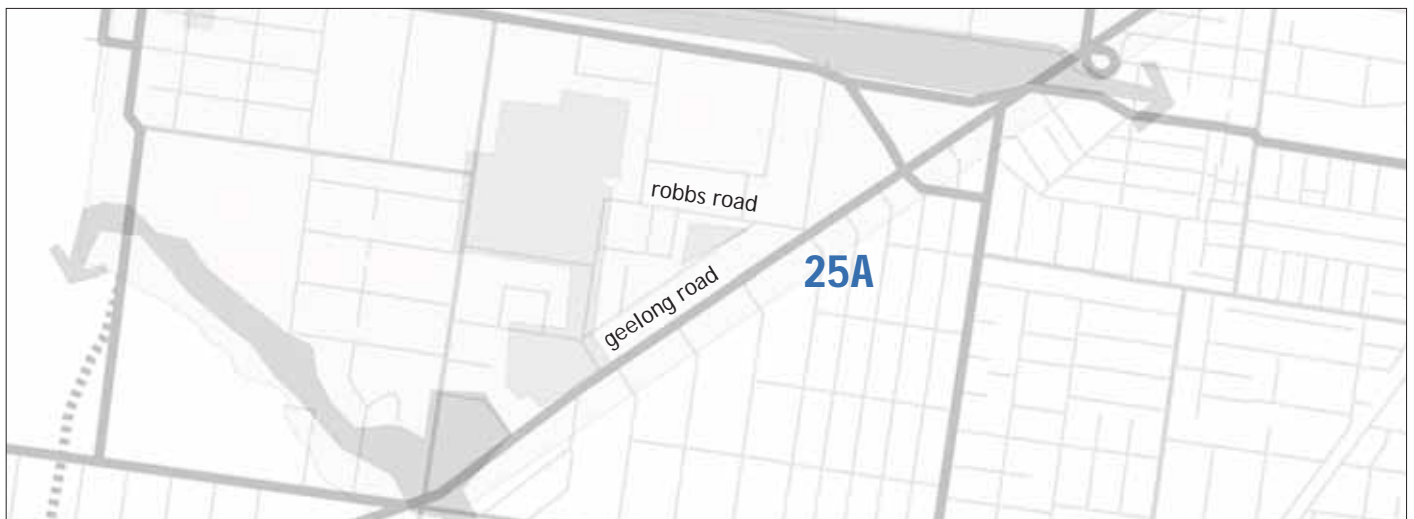
1. Location:
 - > Geelong Road near Sunshine Rd [west]
2. Routes:
 - > bus route 414
3. Shelter:
 - > install new shelter (metro)
 - > install new shelter with advertisement
4. Signage:
 - > install new timetable information
 - > existing + adequate route information
 - > install extra timetable information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > investigate lighting
 - > investigate the provision of crossing facilities for pedestrians
6. Amenity:
 - > extend footpah where appropriate
7. Additional Comments
 - > install a new pedestrian crossing with pram crossings across the service lane



25 A Geelong Road near Robbs Road

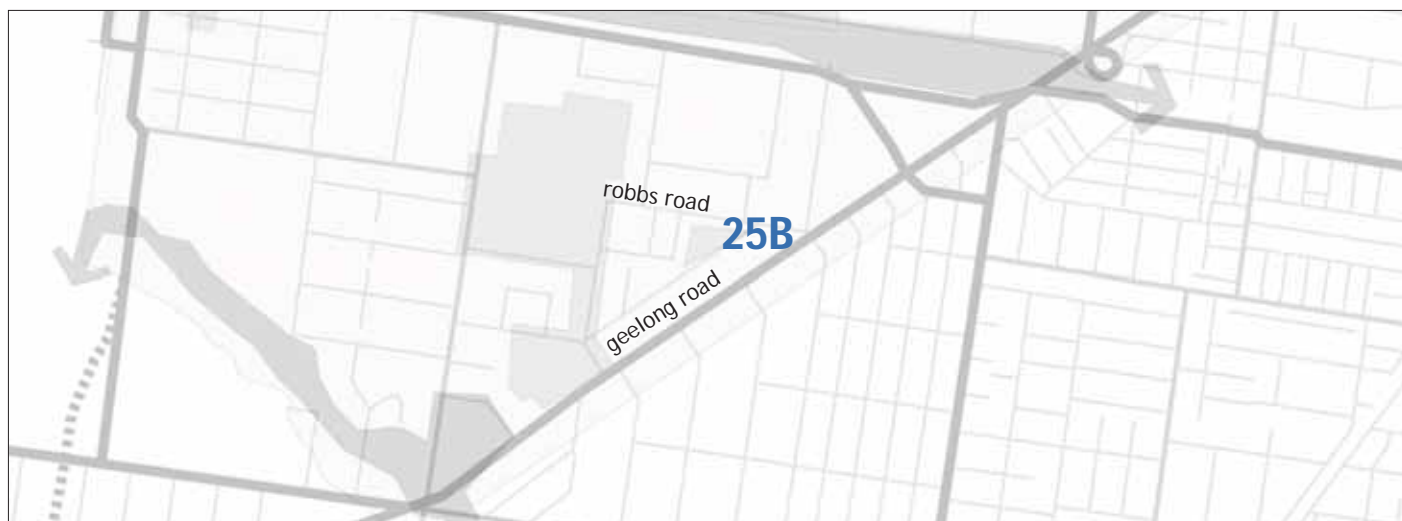


1. Location:
 - > Geelong Road near Robbs Road [east]
2. Routes:
 - > bus route 411
 - > bus route 412
 - > bus route 414
3. Shelter:
 - > existing + adequate shelter
 - > existing shelter with advertisement
4. Signage:
 - > install new timetable information
 - > existing + adequate route information
 - > install extra timetable information
 - > install real time visual display
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > existing + adequate footpath width
 - > investigate lighting
 - > existing pedestrian crossing
6. Amenity:
 - > install new seating
 - > install new cycle racks
 - > install new bins
 - > install new street trees
 - > extend footpath where appropriate
7. Additional Comments

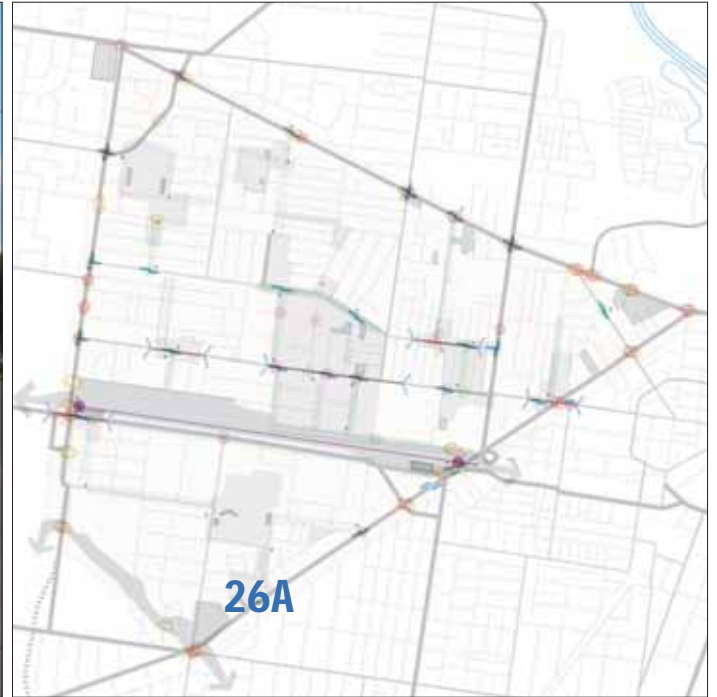




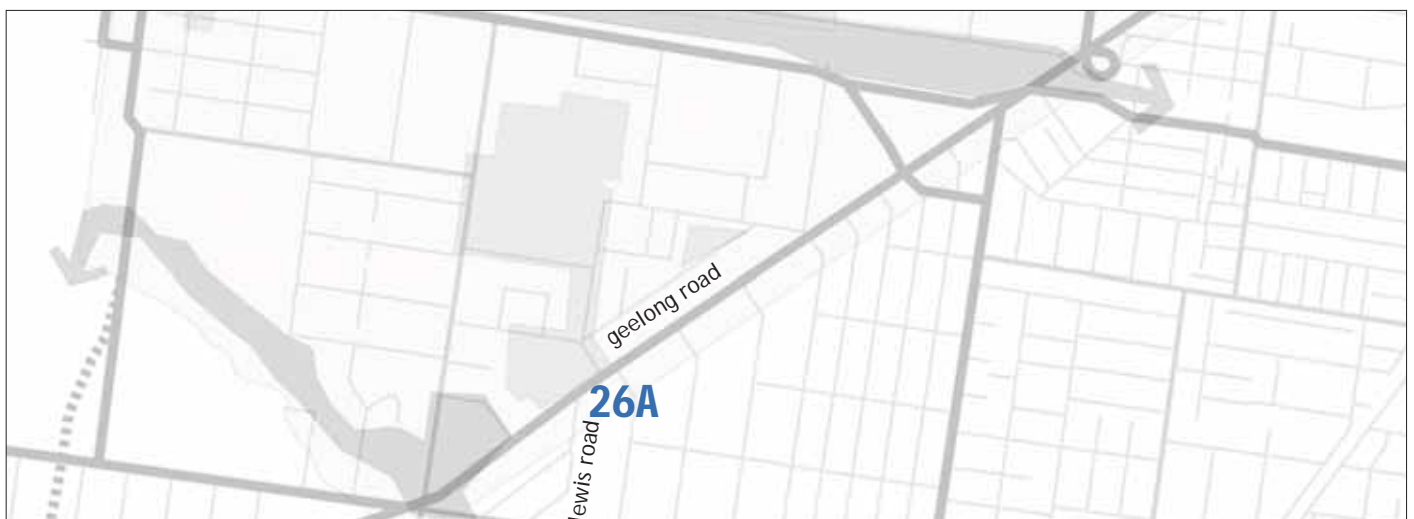
1. Location:
 - > Geelong Road near Robbs Road [west]
2. Routes:
 - > bus route 411
 - > bus route 412
 - > bus route 414
3. Shelter:
 - > existing + adequate shelter
 - > existing shelter with no advertisement
4. Signage:
 - > existing + adequate timetable information
 - > existing + adequate route information
 - > install extra timetable information
 - > install real time visual display
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > existing + adequate footpath width
 - > existing pedestrian lighting
 - > existing pedestrian crossing
6. Amenity:
 - > existing + adequate seating
 - > install new cycle racks
 - > install new bins
 - > install new street trees
 - > extend footpath where appropriate
7. Additional Comments

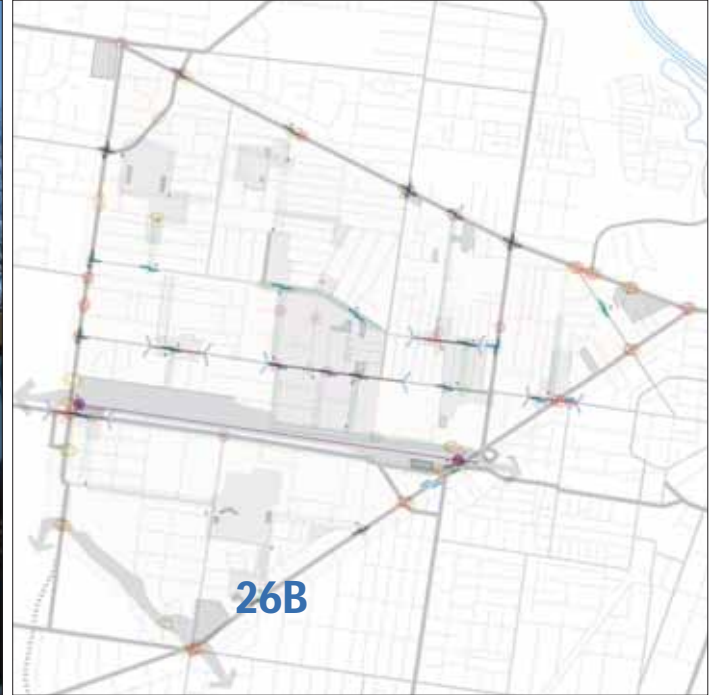


26 A Geelong Road near Lewis Street

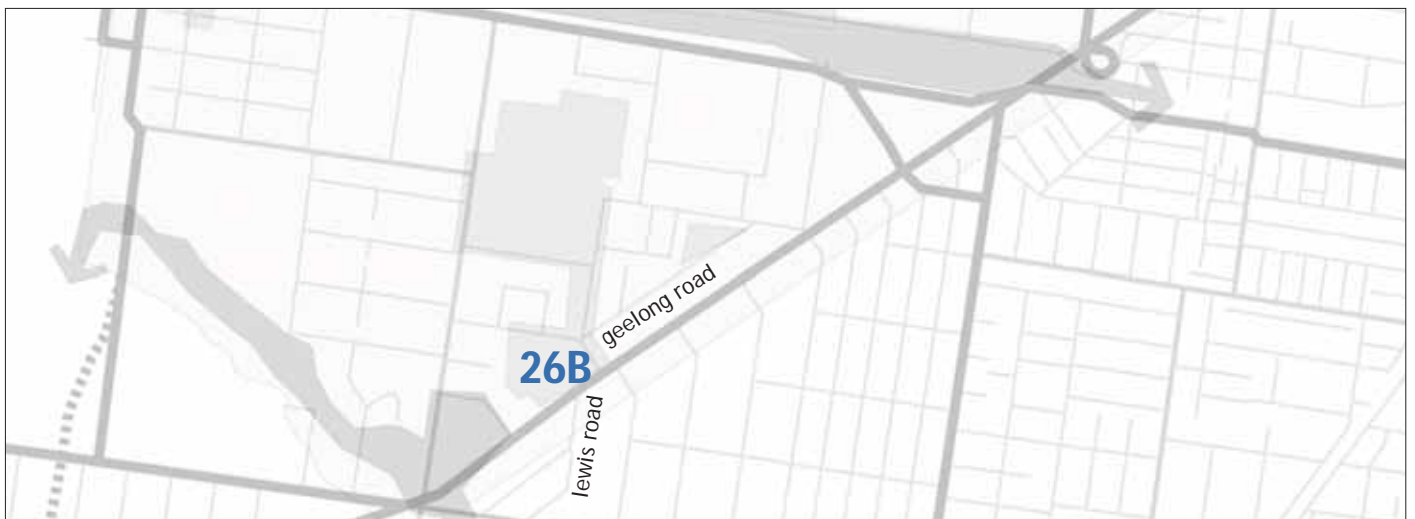


1. Location:
 - > Geelong Road near Lewis Street [east]
2. Routes:
 - > bus route 411
 - > bus route 412
 - > bus route 414
3. Shelter:
 - > install new shelter (metro)
 - > install new shelter with advertisement
4. Signage:
 - > existing + adequate timetable information
 - > existing + adequate route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > ensure footpath + surrounds are DDA compliant
 - > investigate the provision of crossing facilities for pedestrians
6. Amenity:
 - > install new cycle racks
 - > install new bins
 - > install new street trees
 - > existing + adequate pedestrian waiting space
7. Additional Comments
 - > install a new pedestrian crossing with pram crossings across the service lane

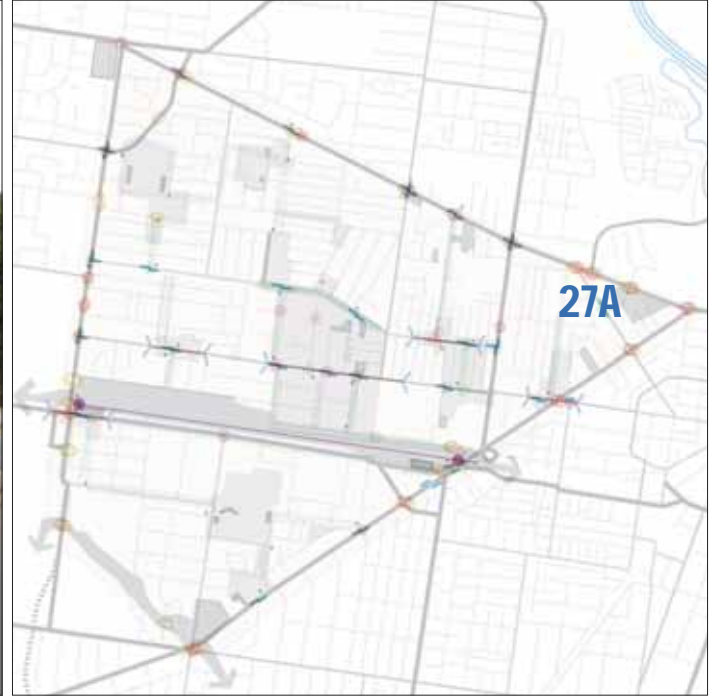




1. Location:
 - > Geelong Road near Lewis Street [west]
2. Routes:
 - > bus route 411
 - > bus route 412
 - > bus route 414
3. Shelter:
 - > existing + adequate shelter
 - > existing shelter with advertisement
4. Signage:
 - > existing + adequate timetable information
 - > existing + adequate route information
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > existing + adequate footpath width
 - > investigate lighting
 - > investigate the provision of crossing facilities for pedestrians
6. Amenity:
 - > install new seating
 - > install new cycle racks
 - > install new bins
 - > install new street trees
 - > extend footpath where appropriate
7. Additional Comments
 - > install a new pedestrian crossing with pram crossings across the service lane

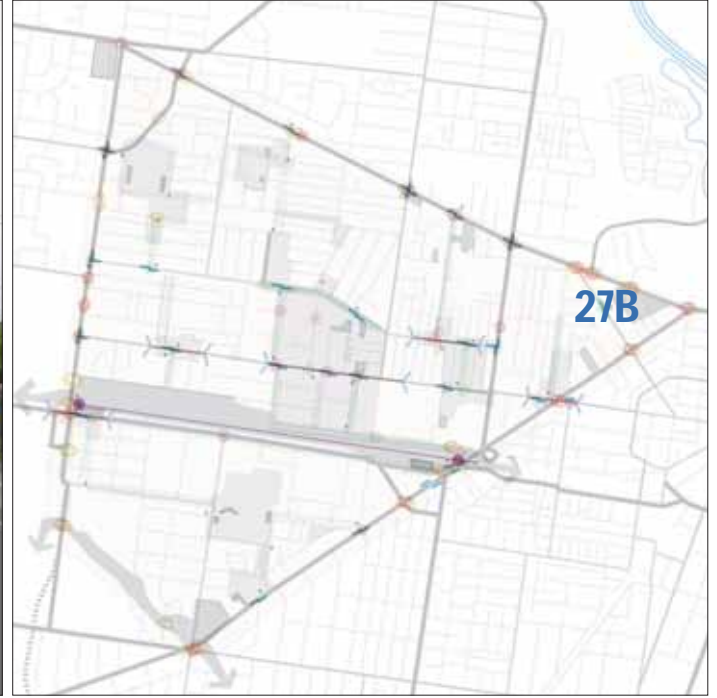


27 A Droop Street near Tiernan Street



1. Location:
 - > Droop Street near Tiernan Street [north]
2. Routes:
 - > tram route 82
 - > bus route 223
 - > bus route 472
3. Shelter:
 - > existing + adequate shelter
 - > existing shelter with no advertisement
4. Signage:
 - > install new timetable information
 - > existing + adequate route information
 - > install new route information
 - > install extra timetable information
 - > install real time visual display
 - > install wayfinding signage
5. Accessibility:
 - > install new tactile indicators
 - > existing + adequate footpath width
 - > existing pedestrian lighting
 - > investigate the provision of crossing facilities for pedestrians
6. Amenity:
 - > existing + adequate seating
 - > install new cycle racks
 - > existing + adequate bins
 - > existing + adequate street trees
 - > extend footpath where appropriate
7. Additional Comments
 - > consider constructing a tram superstop
 - > consolidate the bus and tram stops





1. Location:

- > Droop Street near Tiernan Street [south]

2. Routes:

- > tram route 82
- > bus route 223
- > bus route 472

3. Shelter:

- > install new shelter (metro)
- > install new shelter with advertisement

4. Signage:

- > install new timetable information
- > install new route information
- > install extra timetable information
- > install real time visual display
- > install wayfinding signage

5. Accessibility:

- > install new tactile indicators
- > existing + adequate footpath width
- > ensure footpath + surrounds are DDA compliant
- > investigate lighting
- > investigate the provision of crossing facilities for pedestrians

6. Amenity:

- > install new seating
- > install new cycle racks
- > install new bins
- > existing + adequate street trees
- > extend footpath where appropriate

7. Additional Comments

- > consider constructing a tram superstop
- > consolidate the bus and tram stops



