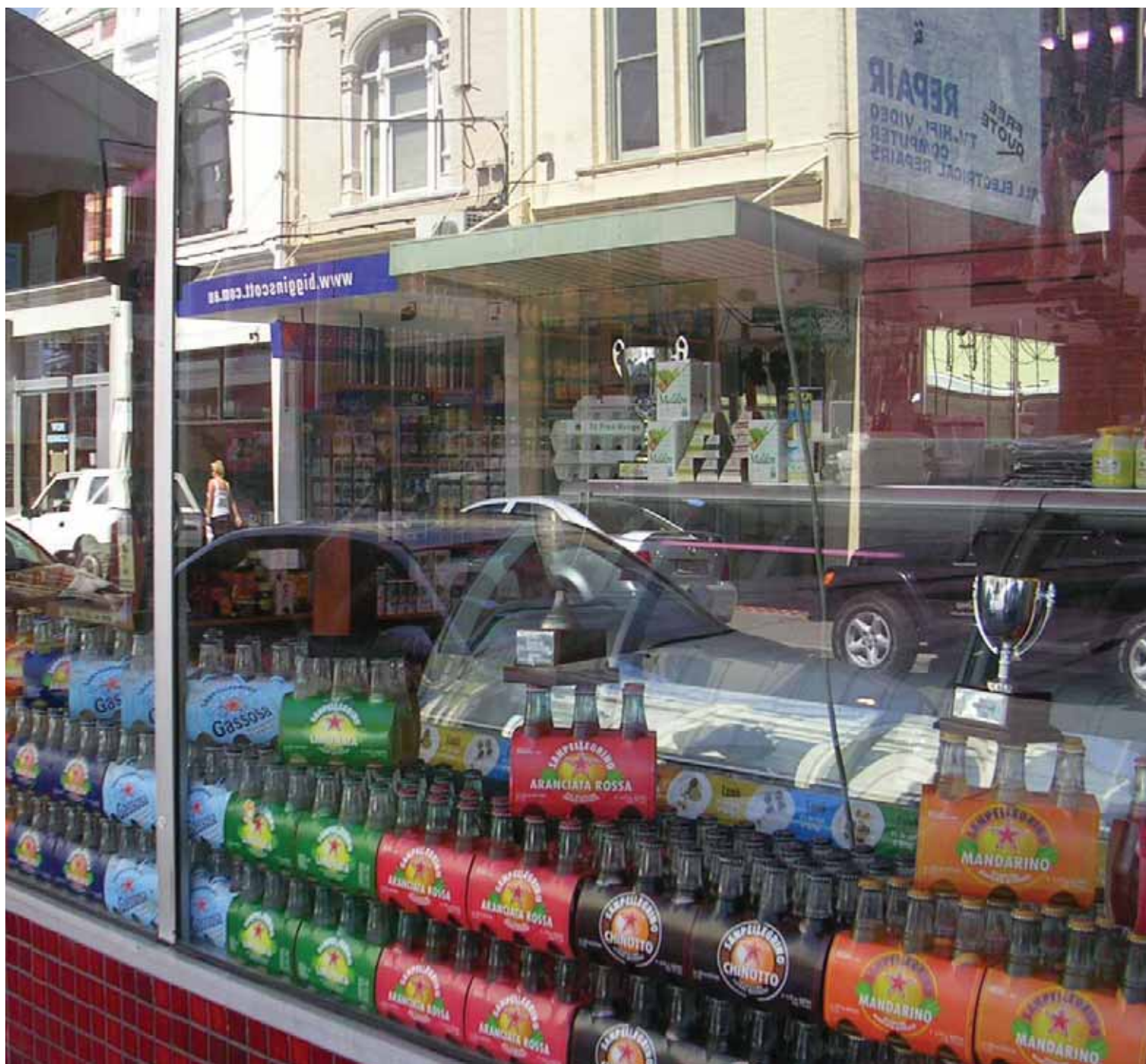


# Yarraville Village

URBAN DESIGN & TRAFFIC MANAGEMENT STRATEGY





**Final Draft**  
Prepared for



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# Acknowledgements

**The Yarraville Traffic Management Study and Urban Design Framework have been prepared by Coomes Consulting Group in consultation with John Piper Traffic for Maribyrnong City Council.**

Input by the local community and stakeholders have informed the design process; the significance and value of this study has been dependent on the ongoing contribution and engagement of the wider community, including:

- Council and Council Officers
- Local interest groups
- The traders association
- Local residents
- Visitors

The study was managed by Maribyrnong City Council and involved key Council staff in a 6 month program of regular communication and meetings.

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*"We acknowledge that we are on the traditional lands of the Wurrunjeri tribe of the Kulin Nation. We offer our respect to the elders of these traditional lands, and through them to all Aboriginal and Torres Strait Islander People"*

Statement of Reconciliation

## Introduction

Maribyrnong City Council has engaged Coomes Consulting in association with John Piper Traffic Pty Ltd (JPT) to undertake a traffic management study and to explore urban design improvements for the Yarraville commercial area.

Yarraville is a unique part of Melbourne. It is an historic village located within the City of Maribyrnong, and has developed in a way that has created a rich relationship between the town centre and its landscape setting and is strongly valued by its residents.

A considerable amount of study has already been carried out for the Yarraville Village area in the past. This project aims to define and resolve some of the issues that have been raised through these studies, in addition to establishing priorities and costs for streetscape improvements that can be implemented through Council's Capital Works Program.

This report provides a framework and vision for the future of the Yarraville urban area. The recommendations made will retain and strengthen the existing town centre structure of Yarraville, whilst addressing issues identified within this report

## Brief

The objective of the study is to advise Maribyrnong City Council on practical measures to improve pedestrian amenity, urban design and streetscape improvements, traffic and parking management, and safety and linkages in the designated study area.

The overall objectives of the study are as follows:

- Analyse and report on the existing conditions in Yarraville (including a consideration of the contextual situation of the village)
- Identify opportunities and constraints to enhance pedestrian service levels, including safety and amenity.
- Prepare an Urban Design Framework Plan that improves accessibility and guides streetscape improvements for the centre
- Analyse and review the existing traffic conditions and identify where improvements can be made;
- Identify traffic and parking management proposals which can be discounted.
- Review Disability Discrimination Act (DDA) requirements and their impacts;
- Develop, with the Traders Association, the local community and other stakeholders, a Traffic and Parking Management Plan (referred to as Traffic and Pedestrian Framework in this report)
- Establishes a Capital Works Program for the centre (including a preliminary opinion of probable costs)

## How to Use This Document

This document should:

- Be read in conjunction with the master plan
- Enable council to prioritise works and direct funding
- Provide the community with a clearly articulated vision for the future of Yarraville, which can provide a focal point for discussion and debate, and/or support stakeholders to further their interests and concerns.
- Provide focus and direction for marketing strategies for both public and private interests within the area.
- Provide developers and investors with an understanding of the shared vision for the village, which should allow them to make proposals which reflect this vision and so are likely to be supported by council and the wider community.
- Be interpreted and acted upon in a manner which seeks to find a balance between; on the one hand, allowing the recommendations of this document provide a strong and co-ordinated direction for future works over the next 5 to 10 years; and on the other hand, recognising that in that time circumstances and values will change, and that the vision for the future of Yarraville needs to be responsive to these changes
- Be regarded as a guiding document which requires further consideration of detailed design before it's recommendations can be implemented.

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# 1.0 Overview

What are the most important issues facing the Village today.. and into the future?

## Summary of Seven Key Issues



### Growth

Yarraville has experienced a significant amount of growth in recent times with people moving into the area to experience the community orientated village lifestyle that makes Yarraville an attractive place to live. While this growth can be regarded as positive overall, it still has associated problems.

Local residents and the broader community wish to ensure that traffic, parking, streetscape, open space and urban design issues associated with growth do not compromise the unique character of Yarraville, now and in the future.



### Local Image, Identity and Character

Yarraville's streetscapes have become ad hoc and disjointed, in part this reflects the village's 'rough-and-tumble' character, but is also beginning to pose maintenance issues, and to have a negative affect on the overall cohesiveness of the village.

It is important to find a balance between improving the general ambience of the village whilst ensuring that key aspects of the existing character and identity aren't lost. The historical buildings, street layout and Old Goods Yard are a key element of the village's image - this should be maintained and enhanced.

It is important to ensure that there is a cohesive vision for future streetscape works. This includes street furniture, shop window displays and signage, graffiti control, maintenance of heritage balconies/verandas, paving treatment and so on. Unifying these streetscape aspects all play important roles in creating a attractive, and therefore active village.



### Connectivity

Part of Yarraville's village character comes from its tight urban fabric and cafe culture and associated outdoor seating. This also causes many issues. The narrow roadways and footpaths within the village are often congested and movement through the village at peak times is difficult for both vehicles and pedestrians. At certain points in the village, cafe seating and shop displays dominate the footpath and as pedestrians step off the congested footpath into the road, compete for space with vehicles. The congested footpaths add to the character of the village by creating a vibrant streetscape, but for some people, it is difficult to make their way through the village.

Bicycle and pedestrian links are poorly defined; particularly the needs of cyclists are not adequately catered for as narrow roadways do not allow for dedicated cycle lanes through the village. However, slow traffic volumes seem to reduce the risk of serious conflict.

Movement within Yarraville and the surrounding urban fabric should be made as efficient as possible (with minimum impact on current amenity), for pedestrians, cyclists, commuters and vehicles.



### Pedestrian and Cycling Amenity

The streetscape environment must cater for all users: pedestrians; cyclists and vehicles. The quality and detail of the streetscapes must respond to the Disability Discrimination Act (DDA) and acknowledge fully the needs of pedestrians and wheelchair users with impaired mobility. The pedestrian environment must also reflect key strategies and policies concerned with amenity and safety.



### Land Ownership

The area known as the Goods Yards is owned by VicTrack. It is currently rented on a month to month basis by Council and is used for public/commuter parking, open space and a pedestrian link to the north. As VicTrack's future plans for the land are unclear, it is difficult to plan for this area.

This area plays a vital role within Yarraville Village, in terms of its historical value, its significant parking provision, and role in providing connectivity and open space. If the area is continued to be left 'in limbo' or if its function is changed so that the above amenities are no longer provided, it will have a seriously detrimental affect on the village.



### Traffic

The interrupted traffic flow through Yarraville village can be seen as both a positive and a negative- the positive is that it forces traffic to move at a slower speed through the village creating a more pedestrian friendly environment which in turn encourages an active streetscape with a vibrant cafe scene to develop. The negative side is that the vehicular congestion causes driver frustration. Established passing bays in the village are not well understood.



### Parking

Currently there is a perceived lack of trader and short-term parking available within the village which this report seeks to investigate. The loading zones are under utilised, generally in the afternoon. Poor directional signage to existing car parking area around the village potentially leads to cars circling around in the village looking for a park rather than using carparks to the full potential. At present, car parks are poorly maintained and landscaped.

A key issue in Yarraville is that space is at a premium and provision of additional car spaces comes at a cost of pedestrian and footpath use, street tree provision and other amenities. There is also the risk of enabling undesired land use changes, which could lead to an increase in commercial rents and change in the profile of the business currently operating in the village.

Issues of image and character, as well as sustainability need to be considered in this discussion.



## Urban Design Strategy: Imagining the future of Yarraville

### Intention and Principles of the Urban Design Framework

The development of this urban design strategy has been informed by current urban design theory, regular site visits and the input of the local community. The design process considers the built form of the village, its streets and laneways, pedestrian and vehicular movement, the relationship of the village to the surrounding urban fabric and natural systems, and way the village is used and valued.

This strategy can be considered as a vision for the future of Yarraville village, which attempts to balance off the sometimes conflicting values and needs of stakeholders, in order to imagine a future in which all current and future users and residents and visitors are considered.

This strategy is not a set of rules, or even list of instructions, but rather a collection of principles and a focused vision for Yarraville which can guide future works in order to produce a coherent and mutually supporting programme of works.

The following is a summary of the vision for the future of Yarraville which drives the Urban Design Strategy:

### Vision

- Ballarat and Anderson Streets will be recognised as fine examples of Melbourne traditional and historic shopping strips
- Spaces and opportunities are created for vibrant and active festivals and celebrations within the village
- The western side of the railway will be activated to provide strong public spaces and a village square
- Yarraville will continue to grow and be known as 'a place to be', without loss of the community feeling and current variety of businesses and land uses

What is your vision for the  
future of the village?

What should  
Yarraville look  
and feel like in  
10 years?



## Urban Design Principles

A town centre does not succeed without people. Vitality occurs where people are, as is apparent in Yarraville. A greater mixing of uses predominantly occurs where the centre is most active – along main routes, close to transportation networks, close to social activities such as cafes, restaurants and cinemas.

The case for Yarraville is not specifically to attract people to the village- it's already a successful and bustling village- but to maintain the vitality by enhancing the experiences people have whilst in the village.

In urban design terms, the study recognises that the overall Yarraville context is a complex one in which buildings, precincts, open space and transport facilities generate

specific pedestrian flows as well as general background movements. These flows and movements intersect regularly with vehicular traffic and interact with the other valued urban qualities of the local area such as vistas to landmarks, access to parks, laneways, and building frontages in ways that require sympathetic design responses as well as sound traffic engineering

The following urban design principles were used as a basis to assess the current Yarraville situation and to make recommendations for its future direction- a vital, and cohesive, urban village.



### Legibility and Image

Yarraville should be easy to understand, and convey a clear image. Visitors should have a clear sense of arrival in the Village. Locals and visitors should be able to have a mental map of the village which allows them to drive and walk around it with ease, minimising confusion and avoiding congestion.



### Character

The distinctive character and culture of Yarraville Village should be reinforced and preserved. New developments, and increases in density, should respond to the local culture and image.



### Amenity and Value

The existing amenity of the village should be preserved and extended by increasing the quality of the public realm. Attractive and active outdoor areas should be provided, and/or improved.

The efficiency and convenience of traffic movement and parking should be improved for all users, without compromising the overall attractiveness, safety and amenity of the village



## Connectivity

Pedestrian and cycle links, and to a lesser extent vehicle connections, to surrounding areas and within the village should be preserved, improved and extended.

## Sustainability

Yarraville should take advantage of it's location on bus and train routes to maximise public transport use and minimise car use. Pedestrian walkways and bike paths should encourage alternative transport and strengthen links to natural systems within the urban environment. Where possible the urban ecology should be considered, by applying Environmentally Sustainable Design and Construction Guidelines (ESDC) and Water Sensitive Urban Design principles (WSUD), while maximising permeable surfaces and maintaining ecological networks.



## Diversity

Yarraville should continue to provide a mixture of functions, cultural expression and experiences. Residents, traders and visitors should experience variety and choice in the village.

### Robustness and Adaptability

Yarraville should be able to continue to adapt to the changing needs of residents and stakeholders, and to social and economical conditions, while still retaining its existing core value.



## Overall Key Actions

For more detail regarding key actions refer to Frameworks and Master Plan.

1. Establish a village square on Anderson and Canterbury Streets
2. Create an 'entertainment precinct' in the northern area of Ballarat St
3. Create an 'entry experience' into the Yarraville by gateway or threshold treatments in key areas
4. Encourage vehicle access into Yarraville via Ballarat Street rather than Fehon Street in order to reduce congestion at the railway crossing
5. Introduce a co-ordinated programme of signage to reflect Yarraville's character and improve legibility and access to parking
6. Create 'mental map' for locals and visitors of existing parking areas in the north, south and east of the village and to the west of the village.
7. Clarify the future of the Goods Yards area
8. Enhance the established pedestrian/cycle link through the Goods Yard
9. Install 13 additional spaces on existing bluestone pavers adjacent to basketball court in the Goods Yard
10. Follow Water Sensitive Urban Design (WSUD) and Ecologically Sensitive Design and Construction (ESDC) principles
11. Continue tree planting programme in side streets to green Yarraville
12. Upgrade selected street furniture with co-ordinated suite
13. Undertake maintenance works to Railway Park area
14. Investigate possible commercial/cafe use in Railway Park
15. Improve the landscape of Willis Street car park
16. Create a clear link to Fels Park via Lois Lane.
17. Replace and install pram crossings to comply with DDA requirements
18. Replace and renew footpath surfaces
19. Introduce signage to clarify use of 'pull-out' bays
20. Manage congestion due to delivery vehicles
21. Review use of 2P restrictions along both sides of residential streets.
22. Introduce 1/4P and/or 5 minute parking in selected areas
23. Review the hours and times of operation of loading zones
24. Advocate for additional bus services and modification of Route 429
25. Provide additional parking opportunities near public transport facilities

This is a summary of the key actions recommended in the report, more detail follows...

## 2.0 General Analysis

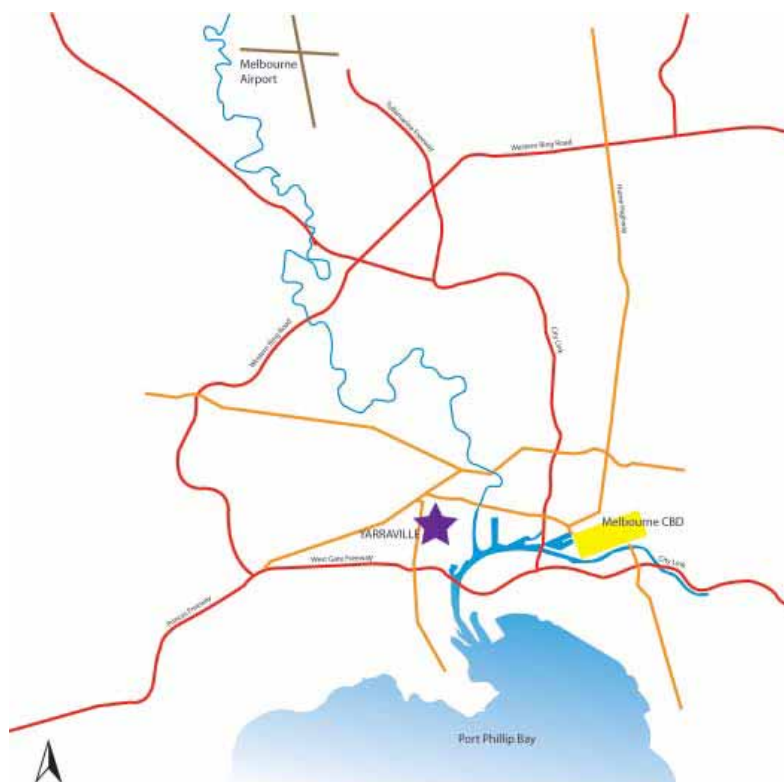
### The Current Situation

#### Overview

A considerable amount of study has already been carried out for Yarraville Village in the past. This analysis includes a review of this earlier research and is based these tertiary documents, along with site visits.

#### Location

- Yarraville station is 8.8 km from Flinders Street Station.
- Yarraville is located in the City of Maribyrnong, in Melbourne's inner west and is bordered by the suburbs Footscray, Seddon, Spotswood and Kingsville.





## Yarraville Village in Context

Much of the historic character and identity in Yarraville is derived from its association with development of the railway. Yarraville was first subdivided in 1855 in a rectangular street grid, with many of the streets named after Victorian goldfields. In 1859, the railway line to Williamstown was established to the west of the town, severing the residential streets that lay in its path. This shaped the development of Yarraville with the commercial core relocated to focus around Anderson Street.

Ten years ago, Yarraville was primarily a local shopping centre. However, it has become an increasingly sought after area to live and to visit- it is now more than just a local shopping centre- it is a niche inner urban suburb that celebrates its unique features that attracts people from a wider catchment who come to enjoy the cafes and restaurants, the Sun Cinema and the ambiance of the historic village.





## The Study Area

- A broad area has been considered as part of this report and Urban Design Framework, however specific recommendations and actions have been suggested mainly within the study area as shown in yellow.
- An additional area surrounding the proposed Ballroom Site development is to be dealt with in a detailed extension to this report and will be made available for public comment over the coming months (area to the west, shown in pink)
- The study area encompasses most of the commercial precinct of Yarraville Village - to the west (to include the bus station area, Birmingham Street and along Anderson Street to Buninyong Street) and the majority of the village to east of the Railway track. It also incorporates the historic Good Yards area to the north that runs along side the rail track. These areas support some of the largest pedestrian and vehicular volumes in the village.
- The south boundary is to Tarrengower Street, the east is Willis Street and Schild Street intersection.



## Village Character

It is recognised that Yarraville has a particular identity and sense of place that has evolved over a number of years influenced by early Italian, Greek, Albanian and Macedonian immigrants

An eclectic, idiosyncratic, intimate and distinct character has established Yarraville Village as a vibrant 'non-mainstream' centre in the west, with an engaged Trader's Association and local community. There is a healthy mix of commercial, retail and entertainment activity with excellent public transport access and vital pedestrian activity.

Different areas of the village currently act informally as distinct precincts; the area around the Sun Cinema has a particular character, as do the streetscapes of Anderson and southern Ballarat St with their footpath café tables and colourful product displays. The area to the west of the railway, and the old goods yards have a distinctive ambience, as does the eastern end of Anderson, with its bakeries, on street displays of fruit and fresh produce and supermarkets.

## Permeability and Access

- Yarraville developed from the Goods Yards area on an historical east/west axis along Anderson Street. This became the most commonly used access route through the village.
- As the village expanded, a new axis of development occurred on a north/south route along Ballarat Street. A new 'cross' form of village development was established, however traditional access routes remain unchanged, commonly causing congestion on these access routes into the village.
- Yarraville's tight urban fabric causes difficulty in providing a good standard of access and connectivity to all users, especially cyclists and the disabled. It should also be recognised that in general, the positive outweighs the negative; in that it is the very compactness of the village form that allows a variety of activities to be placed together within a walkable distance to create an active and bustling centre. In order to achieve levels of activity which are attractive to people, and seem interesting, a certain level of congestion is necessary. A balance should be sought between providing good access and connections to all – and protecting and encouraging the existing activities and tight urban form.

Right: The iconic Sun Theatre provides Yarraville with a sense of identity

Below: View down Anderson Street

## Built Form and Streetscape

- The charm and character of the historic built form is a key strength of the commercial centre, and central to its ongoing success in maintaining its niche role in relation to the surrounding commercial centres.
- The wider area is included in historic overlay, features Edwardian, Victorian and Art Deco historic buildings
- There are many valuable heritage buildings, some with false fronts or inappropriate signage. Yarraville Townscape Study (1990) recommends a process of regenerating the historical facades which has lead to an improvement in the overall image of the village.
- Streetscapes have positive levels of activity, and are becoming more active at night with more restaurants opening



## Open Space

Yarraville has adequate open space provided on the outskirts of the village, but limited open space within the village centre.

### Fels Reserve

- Generally in good condition and well designed for purpose. Located close to Yarraville commercial area, although not quite centrally enough to attract workers on their lunch breaks or passers-by.
- Link to Anderson Street via Lois Lane is not highly visible and therefore unsafe

### Bellairs Reserve

- Generally in good condition with a successful layout, is well used by parents and their young children. The park is located north of the Yarraville commercial area and on the north south pedestrian and cycling link into this village.
- As the park is sited immediately behind, and below the overpass on local streets, the shared pathway has significant impact on how accessible the park is, and on levels of passive surveillance, i.e. on passers-by observing activities in the park, and thereby increasing levels of safety.
- This future of this pedestrian and cycling link is uncertain – it seems likely to be poorly maintained if the current month by month lease arrangement is not changed, and may be lost altogether. This would weaken the connection between this park and the Village, and leave it somewhat isolated on the northern side of the barrier of Somerville Road.

### Yarraville Oval

- Provides good sporting facilities such as Australian rules football goals, turf cricket wicket with training lights, public toilets, a heritage scoreboard, grandstand, sports club pavilion and social facilities, turf cricket practice nets, 2 flexipave tennis courts and tennis practice wall.

### Beaton Reserve

- It is located to the south-west of the village and is generally in good condition. It provides playground; electric barbeque; picnic tables and seats; senior citizens centre; trugo green and clubhouse; fitness circuit; rotunda.



## Public Spaces

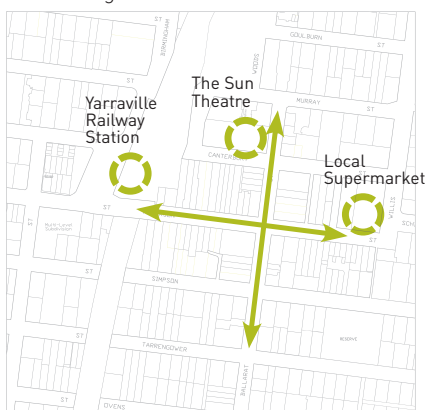
- Anderson Street and Ballarat Street are examples of successful main streets and provide the key public spaces in the village
- There is an opportunity to provide gathering places, which can function as places for relaxation, people watching, and festivals and markets
- The area near the Sun Cinema is clearly defined by this key activity; as it is not on a central traffic route - the opportunity exists to close this area off for special events

## Stony Creek

- Stony Creek walkway
- Example of an urban creek
- Opportunity for the health of the creek to improve
- Link could be strengthened between Yarraville village and Stony Creek

## Nodes and Links

- Strong attractors are the Sun Theatre, Supermarkets, and Railway station
- Well connected by active commercial streets
- The area is detached from other shopping strips in surrounding area. This has allowed the village to maintain its character.
- All within 2.5 minute work from each other – define the core experience of the village

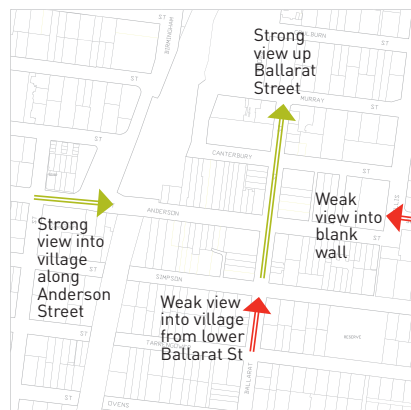


## Goods Yard

- The area is classified by the National Trust
- It is abutted by the Sun Theatre and other historic buildings
- Important open space amenity including basketball courts
- Important bicycle and pedestrian link to the north
- Currently the Goods Yard has poor directional signage and lighting and is poorly maintained in some areas
- Uncertain lease arrangements with VicTrack means that it is difficult for Council to invest money into capital works, therefore minimal maintenance occurs

## Views

- North up Ballarat towards the Sun, and heritage building terminating view
- Entry view of railway crossing and heritage buildings entering from the west along Anderson Street
- Poor view entering village from Schild Street in the east of car park wall
- View north up Ballarat from south of the intersection with Simpson needs strengthening, poor street tree planting and some poorly presented private properties.



Pedestrian Linkage through Railway Park



Historic Goods Yard area



Intersection of Anderson and Ballarat Streets - view terminated by historic building





## VicTrack Land and Development Sites

There is very little land available adjacent to Yarraville for development, one of these sites is next to the Ballroom and another is next to the old post office facing the Goods Yards. As already discussed, the future of the Goods Yards is uncertain. Until commitments have been made by the relevant authorities about how parking and open space will be provided, those few development sites large enough for either of these uses should be considered as part of a potential solution.

## Traffic Movement

All of the local streets in Yarraville Village are estimated to carry relatively little traffic, with the majority of traffic associated with local or nearby developments. In part, this can be attributed to the fine grade nature of the surrounding road network and that the precinct is not part of a larger developed area. It should be noted that collector roads (i.e. Anderson Street est. 4,000 vpd) can be expected to carry approximately 3,000 to 6,000 vehicles per day, whilst local streets generally carry 1,000 – 2,000 vehicles per day. Traffic volumes can vary due to abutting land use and road layout. For example, Anderson Street which provides the principal east-west route through the precinct would be expected to carry higher traffic flows as there are no nearby roads which provide alternative access and the Yarraville Village would naturally generate higher traffic flows than say a traditional residential environment. Further information on the road network and traffic conditions can be found in the Appendix – Traffic Movement.

## Car Ownership

Australian Bureau of Statistics (ABS) data from 2001 provides information on the level of car ownership within the Yarraville commercial precinct and surrounding residential area (refer to table below).

It should be noted that approximately 63% of dwellings have 1 or no car and as such, would create only a minimal demand for permanent on-street parking. However, 30% of dwellings have 2 or more vehicles which are likely to create on-street parking issues, particularly in streets such as Simpson Street where the majority of properties are single fronted dwellings with limited off-street parking opportunities.

Vehicle Ownership	Yarraville Precinct		City of Maribyrnong
	Total dwellings	Proportion of dwellings (%)	Proportion of dwellings (%)
no vehicle	111	18	17
1 vehicle	276	45	40
2 vehicles	153	25	25
3 + vehicles	34	5	7
not stated	45	7	11
total dwellings	619	100	100

ABS vehicle ownership data

## Parking

Detailed parking surveys were not undertaken as part of this assignment however Council surveys and field observations confirm that high levels of parking occur during the traditional peak periods (i.e. lunchtimes and weekends). This is to be expected with a busy vibrant shopping centre. Where there is a small supply of on-street car parking, as in this case, high occupancy levels regularly occur as motorists search for the premium parking spaces along the strip. Often additional on-street parking cannot be readily provided in these circumstances, however managing the existing parking supply can generally improve parking conditions through the better use of parking restrictions including pay parking. It should be noted that on-street parking was readily available on the outskirts of the Village (i.e. 2 to 4 minute walk) and traders and customers should consider utilising this parking.

## Pedestrian Movement

Pedestrian accessibility and movement is considered to be fair. Many footpaths in and around the Village are narrow and/or in poor condition. Pram crossings at key locations are missing or have bull noses which create difficulties for mobility and sight impaired

One of the strongest elements of the identity and image of Yarraville is its vibrant and active array of footpath cafes, on-street product displays. Unfortunately due to the narrow reserves in many places there is not enough room on the footpaths for café tables and displays to be organised so that all pedestrians can move around the village with a level of safety and freedom which complies with the Disability Discrimination Act.

It is not always possible or feasible to enforce DDA compliance onto heritage areas, however it is acknowledged that equitable access to public spaces should be provided for all. If council or another authority seeks to achieve DDA compliance in the village, either:

- The majority of café seating and displays will need to be removed, which will have severe implications for the cultural and commercial life of the village
- Or footpaths will need to be widened in key locations in order to accommodate displays and café tables; this will mean loss of parking spaces on one or both sides of the street.

Neither of these options is likely to be welcomed by residents, traders or visitors to the village, and the consequences of both need to be carefully evaluated by all stakeholders. A recommendation for an approach to this potential impasse can be found in the section 2 of the Urban Design Framework later in the report.

## Lighting Overview

The majority of lighting for pedestrians in the study area is provided by the existing high quality street lighting that was recently installed around the Village. This level of road lighting generally ensures that the footpaths are well lit. Additional sources of lighting from shop frontages, festoon and under balcony lighting further enhance footpath illumination and generally provide a safe and inviting environment for pedestrians. The amount of lighting provided in the study area was considered to be excellent.

Additional lighting upgrades at the far western end of the precinct may be considered along Anderson Street to maintain consistency with the recently installed street lighting. However due to the higher level of lighting in the shopping precinct, there will be reduction in lighting at the interface with the existing street lighting.



## Strategic Documents

The 2005 Municipal Strategic Statement: Detailed Issues Paper identifies issues and policies at a broader level. Yarraville Village is singled out for its historic importance and its status as a larger neighbourhood centre with 20 plus shops and a few small supermarkets. It states that "Yarraville residents liked the 'village atmosphere' and the reuse of existing buildings, but are concerned about the lack of 'architectural essence' in some new infill development".

## Zoning

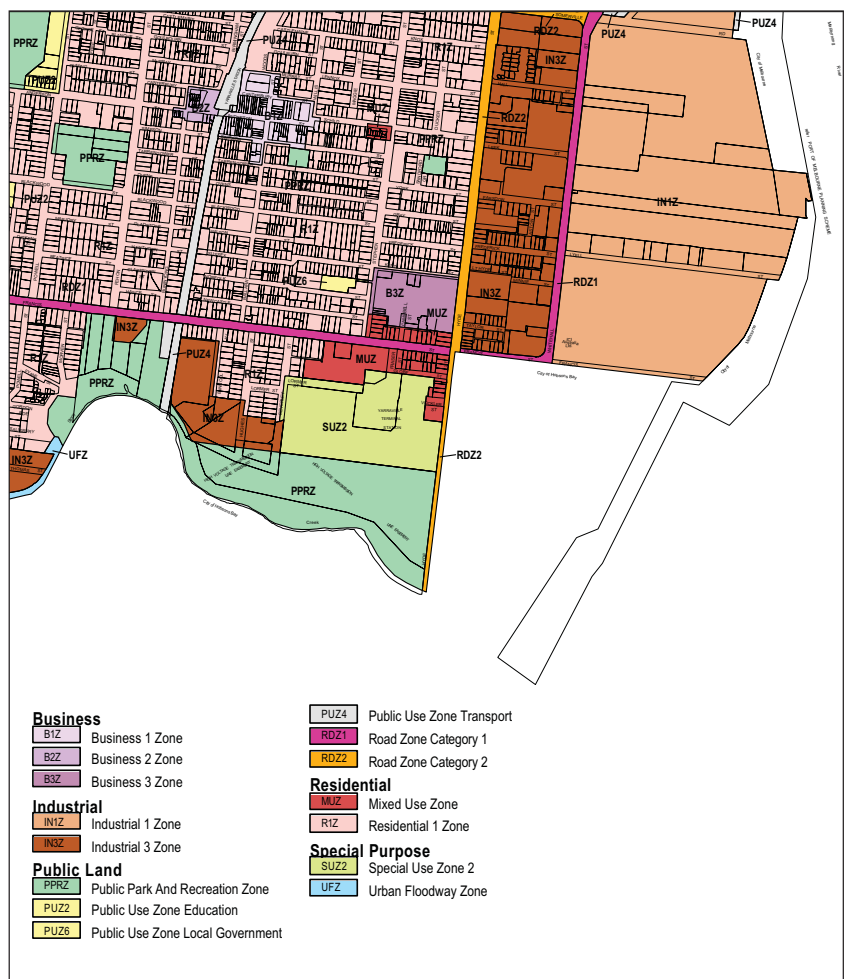
Yarraville Village is zoned Business 1 to the east of the railway line, Business 2 to the west of the railway line, with the surrounding majority zoned Residential 1.

**The purpose of all of the zones is to:**  
Implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

**The purpose of Business 1 is to:**  
Encourage the intensive development of business centres for retailing and complementary commercial, entertainment and community uses.

**The purpose of Business 2 is to:**  
Encourage the development of offices and associated commercial uses.

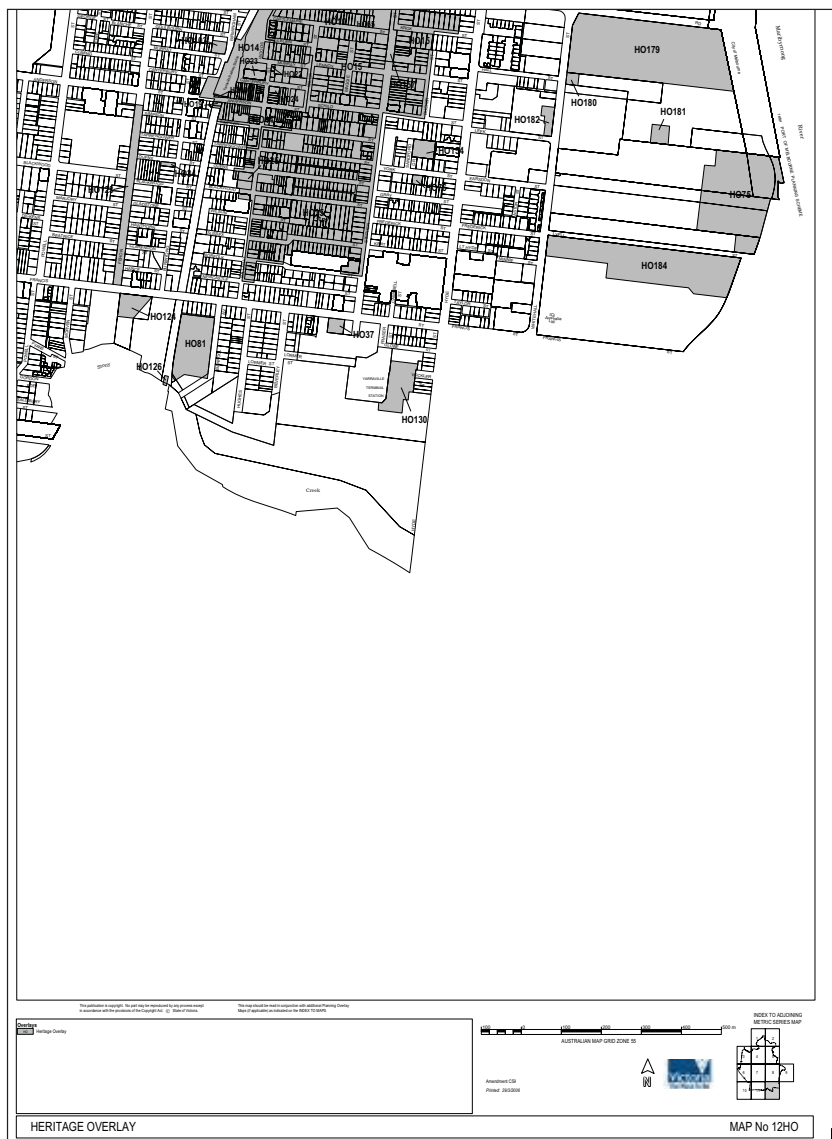
**The purpose of Residential 1 is:**  
To provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households; to encourage residential development that respects the neighbourhood character; in appropriate locations, to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.



## Overlays

### Heritage Overlay:

A heritage overlay is found over the majority of Yarraville Village centre. The purpose of this is to conserve and enhance heritage places of natural or cultural significance; conserve and enhance those elements which contribute to the significance of heritage places; to ensure that development does not adversely affect the significance of heritage places; to conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.



## 3.0 Site Audit



Above: Goods Yards Car parking  
Below: Anderson Street



### Audit Process

#### Key streets for detailed assessment

Whilst this project involves a broad and strategic assessment of Yarraville Village with a particular emphasis on improving and enhancing the pedestrian environment, it is appropriate that a more detailed assessment is made of key streets within the precinct.

This assessment allows for an in depth analysis to be undertaken to allow issues to be clearly identified and for the development of options to enhance pedestrian safety and amenity.

As such, 4 streets and 2 key areas were identified in the brief for a more rigorous assessment:

- Bus interchange area.
- Goods Yard precinct;
- Anderson Street;
- Ballarat Street;
- Simpson Street;
- Canterbury Street;

#### Walkability Methodology

A Walkability Audit was undertaken of each site in the study area.

The checklist has been compiled from a broad range of reading on the topic of walkability and pedestrian environments. The audit assessed four broad categories of Functionality, Aesthetics, Safety and Access, and Connectivity.

The audit of each site was undertaken by a member from Coomes Consulting Group and JPT, to combine the skills of a senior landscape architect/urban designer and a senior traffic engineer / road safety auditor. Each area was walked and discussed, and then a checklist was completed. Key issues of the area were identified and these were incorporated into the following Site Audit Plans which allow appropriate solutions to be considered and proposed.

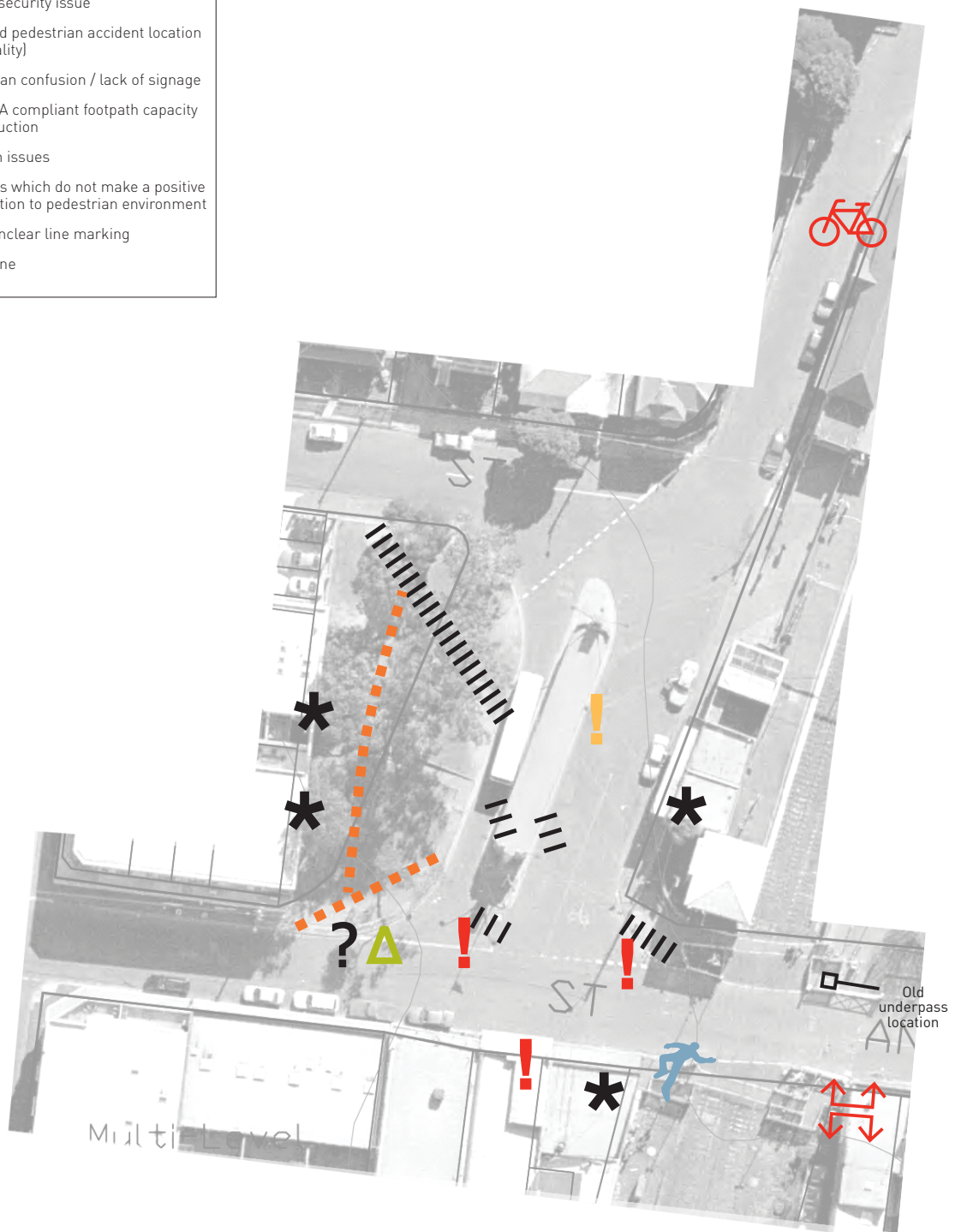
A urban designer/ landscape architect, and traffic engineer walked around the village and carried out a detailed audit, which covered walkability, parking, maintenance, lighting, safety etc



## Area to the West of Railway Tracks (Bus Station Area, Birmingham & Anderson Streets)







### Legend

-  No specific provision for cyclists
-  Impact of traffic on amenity
-  Safety / security issue
-  Recorded pedestrian accident location (non fatality)
-  Pedestrian confusion / lack of signage
-  Non-DDA compliant footpath capacity or obstruction
-  Footpath issues
-  Buildings which do not make a positive contribution to pedestrian environment
-  Failed/unclear line marking
-  Desire line





## Goods Yards Area

Legend	
	Lack of lighting
	Safety / security issue
	Footpath issues
	Buildings which do not make a positive contribution to pedestrian environment
	Lack of Planting
	Inappropriate planting










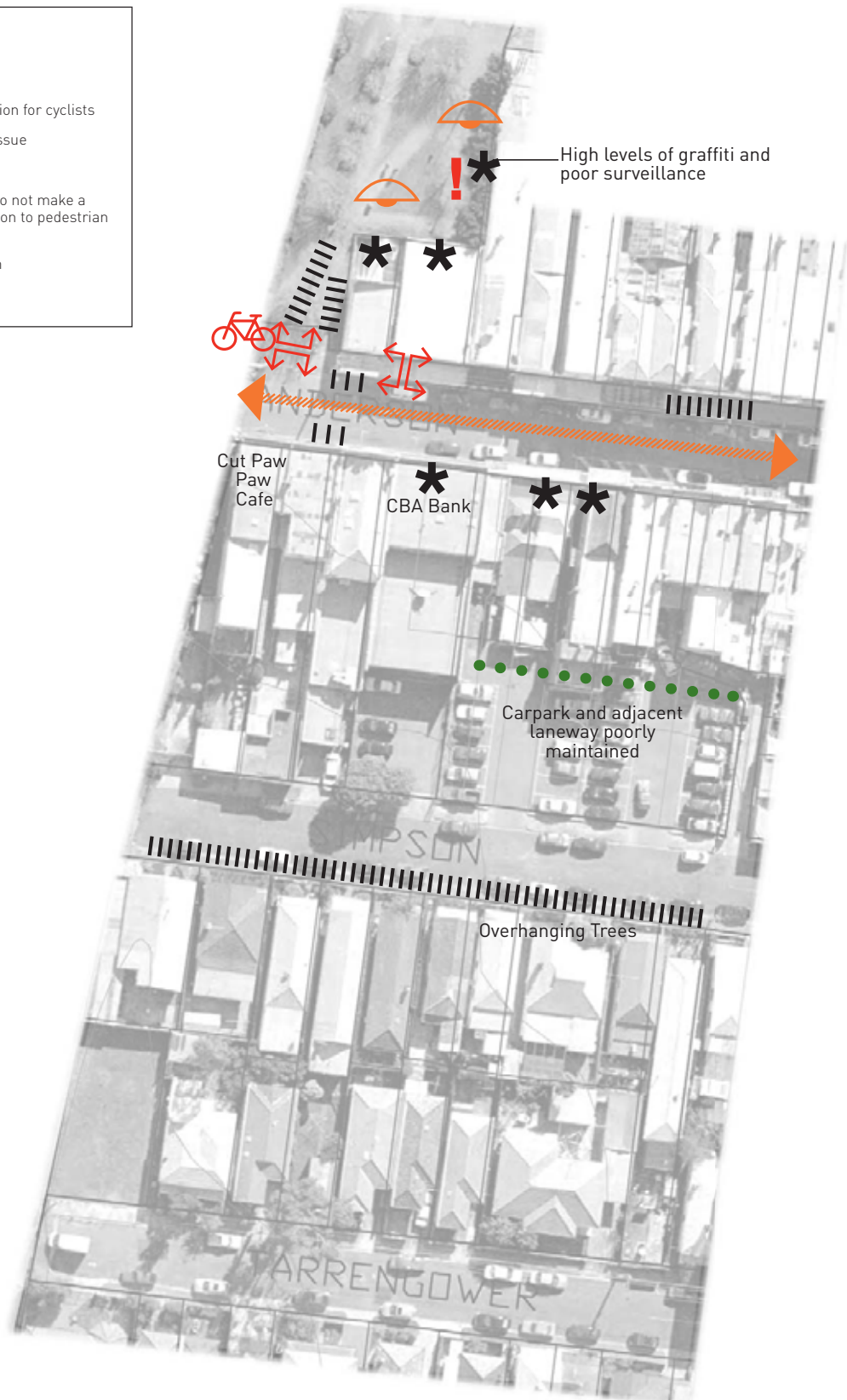




## Commercial Area (Between Ballarat and Railway)

### Legend

-  Lack of lighting
-  No specific provision for cyclists
-  Safety / security issue
-  Footpath issues
-  Buildings which do not make a positive contribution to pedestrian environment
-  Traffic Congestion
-  Lack of Planting










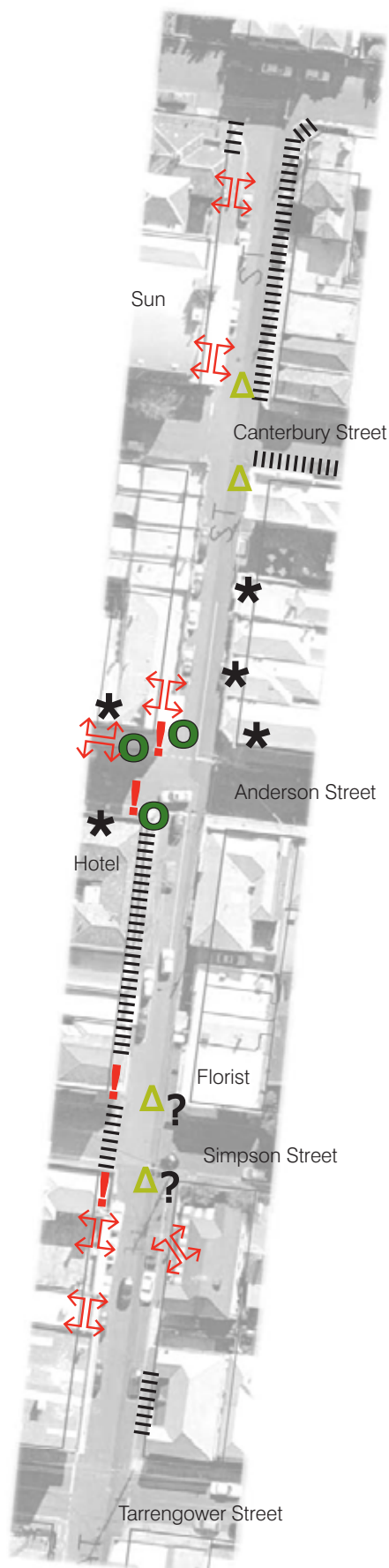




## Ballarat Street Area

### Legend





-  Safety / security issue
-  Crossing point is DDA compliant
-  Pedestrian confusion / lack of signage
-  Non-DDA compliant footpath capacity or obstruction
-  Footpath issues
-  Buildings which do not make a positive contribution to pedestrian environment
-  Failed/unclear line marking

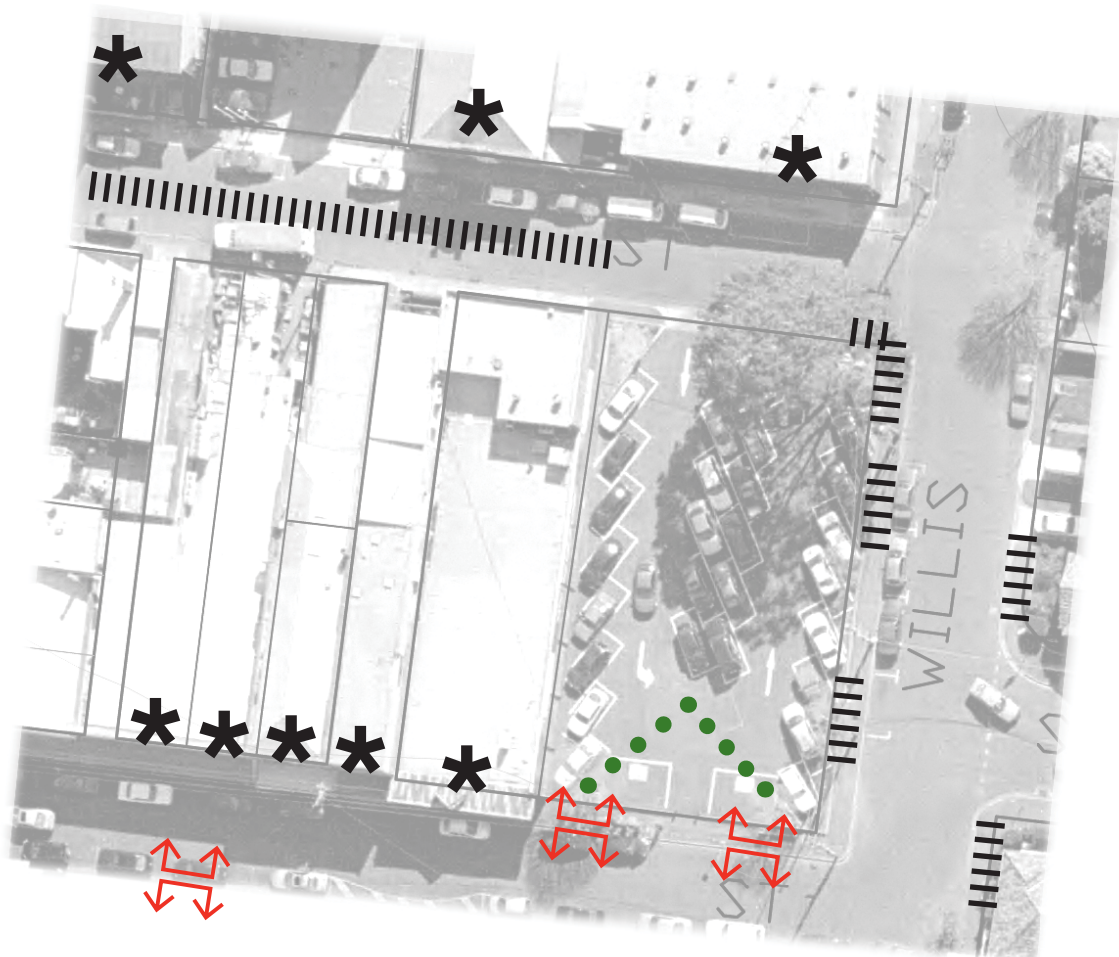




## Area at the Intersection of Anderson, Willis and Schild Streets

**Legend**

-  Non-DDA compliant footpath capacity or obstruction
-  Footpath issues
-  Lack of Planting
-  Buildings which do not make a positive contribution to pedestrian environment



## Recurrent issues identified from the Walkability Audit

The walkability audit of the key streets identified several common themes across the site and it is appropriate to briefly touch on those issues.

### Footpath condition

Asphalt was the most common footpath surface treatment present in the study area. Given asphalt footpaths are susceptible to lifting and cracking by tree roots, they require regular inspection and repair to ensure potential trip hazards do not occur (i.e. Willis Street). A substantial amount of cracked, lifting and poorly drained sections of asphalt paving were observed, which suggest that regular monitoring and repair may be lacking.

Asphalt is also commonly patched when trenches are dug through the pavement to install new services. Patching of asphalt should be undertaken to avoid creating potential trip hazards by poorly shaped edges and levels in the patched areas. Asphalt patches also detract aesthetically from the pedestrian environment, and once a section of asphalt has been patched once or twice, then it would be better aesthetically, to replace the entire section of asphalt rather than continue to patch the pavement.



Simpson Street, footpath cracked, patched and generally in poor condition.



Ballarat Street, Telstra trench reinstatement uneven and unsightly.



Light pole footing creates potential trip hazard in park (off Anderson Street).



Wood Street/Murray Street intersection. Uneven and cracked footpath creates tripping hazard.



### Pram and pedestrian crossings

Disability Discrimination Act (DDA) requirements have come to the forefront in the last 10 to 15 years, and only the most recent works carried out in the road reserve are beginning to comply with the relevant requirements.

Considerable effort should be placed in both the design and construction phases to ensure accessible pram crossings are constructed which comply with DDA requirements.

Many pedestrian desire lines at intersections did not have pram crossings on the intersecting street being provided. As such, pedestrians had to step off the kerb, or alternatively use the existing pram crossing and then perform a 90 degree turn to reach their destination.

### Ground Surface Tactile Indicators (TGSIs)

Surprisingly, the use and placement of TGSIs was lacking around Yarraville Village. Similar to the pram crossings, a greater emphasis on the use and placement of these treatments is required to ensure consistency and that the vision impaired and blind persons obtain the correct message from these indicators.

### Street furniture

The sites demonstrated a general lack of consistency and poorly placed street furniture. An absence of important street furniture such as seats, bins, drinking fountains and bike rails does not encourage people to stop and enjoy the pedestrian environment of each street.

In regard to the street furniture which was present, there was a noticeable lack in consistency of the type of furniture in terms of design and colour. An identifiable suite of furniture which is consistent in design and colour can add to the sense of place and character of an area.

Some pieces of street furniture were located adjacent to the building line creating difficulties for visually impaired pedestrians who would use the building line to assist in finding their way around Yarraville Village.



Anderson Street near Willis Street, rubbish bin and public seating located adjacent to the building line impacts on 'way finding' for visually impaired pedestrians. At this location there is an opportunity for street furniture to be recessed into the car park landscaped areas.



Ballarat Street/Simpson Street intersection. Pram crossing only services people travelling along Ballarat Street

### Inactive building frontages

Many of the streets in the study contain a number of non-active building frontages. These are frontages which:

- lack ground level windows;
- have windows screened by window coverings (e.g. blinds, curtains) or have reflective, obscured or opaque glass;
- do not involve regular pedestrian access (which is determined by the building use);

These frontages do not contribute to a lively street and do not offer an adequate level of informal surveillance, which results in pedestrians feeling more unsafe and isolated in the adjacent pedestrian environment.

### On-street dining and sales of goods (DDA)

On-street (alfresco) dining and the sales of goods is an integral part of the Yarraville Village environment which adds to its appeal and ambience.

However, with the generally narrow footpaths, squeeze points regularly occur creating potential safety and amenity issues for pedestrians. Whilst able bodied pedestrians can easily negotiate around these obstructions, best practice and DDA requirements dictate that the building line of shop fronts should be clear of obstructions, in particular for visually impaired pedestrians who use the building line for finding their way around the village.

Best practice would dictate that the footpath adjacent to the building line is clear of obstructions, however it is acknowledged that this would impact on several traders in Yarraville Village and more generally alter the feel of the footpath environment with an overall loss to the community.



Children's ride adjacent to the building line creates potential issues for visually impaired pedestrians.



Placing goods adjacent to the building line creates potential difficulties for visually impaired pedestrians. A better location for goods (from a DDA perspective only) is for the display to be placed adjacent to the kerb line



Alfresco dining - tables and chairs adjacent to the building line are considered undesirable from a DDA perspective, but as a positive from an urban design aspect - outdoor cafe seating helps to create a vibrant streetscape





## 4.0 Opportunities and Constraints

What are the good points and strengths of the village? And what areas should we try to improve?

In Yarraville village, we have undertaken an opportunities and constraints analysis to assess where better urban design will benefit Yarraville, not only in the short term, but in the longer term.

An understanding is required of the costs and benefits of good design. The extra costs tend to be short term, whereas the benefits (which usually outweigh them), tend to be generated in the medium to long term

The following opportunities and constraints identified strengths and weaknesses within Yarraville with the intention to build upon the existing strengths whilst addressing the negative issues.





## Area to the West of Railway Tracks (Bus Station Area, Birmingham & Anderson Streets)

This area is located to the immediate west of the railway line. The iconic bus station building is positioned opposite the historic railway station with an under utilised small local park adjacent to it. There is immense potential for this area to be transformed as a vibrant heart to the village and as a significant catalyst for development to expand to the west of the railway.



- ✓ Heritage bus station building
- ✓ Opportunity for more efficient use of space
- ✗ Run down and poorly maintained
- ✗ Poor surveillance
- ✗ Isolated from surrounding urban fabric
- ✗ Poor provision for pedestrians



- ✓ Established trees in park
- ✓ Open space near railway
- ✗ Park is rundown and under utilised
- ✗ Lack of natural surveillance of park from adjacent buildings
- ✗ Graffiti on surrounding walls



- ✓ Adjacent historic Yarraville railway station
- ✗ Lack of addressing railway station
- ✗ Location of community services such as notice board, post-box, phone box is isolated

What happened to our underpass?

Can we do anything with all the disused Railway Buildings?



- ✓ Iconic entry experience into the village
- ✓ Well maintained heritage feature
- ✗ Public underpass has been removed- the community is upset by the lack of consultation, and long delays in crossing railway in peak periods
- ✗ Point of pedestrian and vehicular congestion



- ✓ Opportunity to expand mixed use development to under utilised railway station waiting rooms and further on to UDC Ballroom in Birmingham Street
- ✗ UDC Ballroom vacant and railway station waiting rooms under utilised at present- no addressing of street
- ✗ Isolated from surrounding urban fabric



- ✓ Cluster of new and established businesses around Anderson and Buninyong Streets
- ✓ Opportunity to link this cluster with development at bus station area and to rest of the village
- ✗ Isolated from surrounding urban fabric at present





## Area at the Intersection of Anderson, Willis and Schild Streets

This area is located to the eastern boundary of the study area. It acts as a mixed use interface between the commercial area of the village and residential.



- ✓ Opportunity for more efficient use of space
- ✓ Opportunity to 'green' the car park including planting a creeping vine to cover blank wall
- ✗ Run down and poorly maintained
- ✗ Blank wall to the car park- entry viewpoint when approaching from Schild Street
- ✗ Poor surveillance
- ✗ Not well sign posted
- ✗ Poor interface with surrounding streets



- ✓ Good provision of street furniture
- ✓ Seating used as public art, blue 'fish' bench shown here works well to define the end of the commercial area
- ✗ Lack of coherent 'theme' of street furniture
- ✗ Ad hoc placement of street furniture
- ✗ Varying quality of street furniture
- ✗ Perception of high maintenance cost of current street furniture



- ✓ Cafe forms anchor and defines the eastern edge
- ✓ Outdoor cafe seating creates vibrancy
- ✗ Lois Lane inadequately addresses the street- no signage of link to open space
- ✗ Lois Lane requires better sign posting and lowering of adjacent neighbours fence levels (where not a living area) to improve safety/visibility



## North Ballarat Street Area

The relatively recent redevelopment of the Sun Theatre has reactivated the northern end of Ballarat Street. It now acts as a significant anchor on the north/south axis. The building setbacks in this area allow for wider footpaths and cafe seating. This area is well enclosed by heritage buildings and a vibrant street scene- it has the potential to become a pedestrian focused precinct, ideal to be bollarded off from traffic for community festivals/markets when required.



- ✓ Sun Theatre acts as an anchor to northern end of Ballarat Street
- ✓ Icon building
- ✓ Opportunity to differentiate area as an 'entertainment' precinct
- ✗ Additional parking requirements at certain times



- ✓ Heritage building to terminate view line and create a sense of enclosure
- ✓ Not an important vehicular link- strong pedestrian use
- ✓ Building setbacks allow for wide pavements for cafe seating on western side
- ✗ Ad hoc placement of street furniture, signposts and gas utilities creates a cluttered streetscape



- ✓ Greek Church as an attractor and cultural activity centre
- ✓ Provides diversity of cultural activity
- ✗ Additional parking requirements at certain times





## Goods Yards Area and Park Adjacent to Railway (from Anderson through to Woods Street)

The Goods Yards Area has been a vital component of Yarraville Village. The commercial centre and the narrow residential streets developed around this core. The Goods Yards has the potential to be utilised to once again be a focal point for the Yarraville community. Land ownership issues will however impact on the future of this area of land. Alternative futures need to be looked at in further detail if this land becomes not available for public parking and open space- there is the need to consider where replacement parking and open space will be provided for in Yarraville.

What's the future of the goods yard area?  
Will I still be able to ride my bike through here to the station?



- ✓ Heritage site- link to history of Yarraville
- ✓ Pedestrian linkage to the north
- ✓ Open space and amenity
- ✓ Well utilised parking area with links to Ballarat and Anderson Streets
- ✓ Opportunity to utilise additional bluestone paving area for parking
- ✗ Land ownership issues



- ✓ Strong connection from north of the site and parking to Anderson St
- ✓ Well utilised and established park
- ✓ Good location next to Railway and Bus station and shops
- ✗ Poor surveillance opportunities lead to high levels of graffiti
- ✗ Some unsuitable planting



- ✓ Pedestrian connection from car parking to village
- ✗ Poorly maintained- seating and landscape
- ✗ Some unsuitable planting (Poplars)



## Commercial Area (Ballarat Street and Anderson Streets)

The intersection of Ballarat and Anderson Streets marks the junction of the north/south axis and east/west axis of the identified study area. It is the focal point for the village and as such, shop fronts should make a positive address the street.



✓ Strong sense of enclosure- heritage built form

✗ Key shopfronts in this area do not address the street as much as they could- with tinted windows, poor displays or activity facing inward (however, at night some of these buildings do address the street when the lighting inside allows passersby see the activity within)



✓ Narrow roadways slow traffic down and allow for a pedestrian orientated environment

✗ Congestion can lead to driver frustration  
✗ Pedestrian and cyclist safety issues



✗ Some awnings on buildings are rundown and offer limited weather protection  
✗ Windows to the street should have appropriate displays and not be used as storage. This is particularly important on highly visible corner sites.



✓ Crowded and active footpaths are part of the unique character of Yarraville

✗ Cafe seating, trader displays are in conflict with DDA compliance





## Village Streetscape

The streets of the village, and their activity is the foundation of it's cultural and commercial success. The functional and visual elements of the streetscape: paving, benches, bike racks, lighting and planting should enhance the experience of all users of the public realm



- ✓ Opportunity for an integrated street furniture suite that reflects the Yarraville character
- ✗ Limited provision of bicycle racks and where they are provided, it is in an ad hoc fashion
- ✗ Street furniture is mismatched



- ✓ Cut Paw Paw Cafe adds character to the streetscape through the 'greening' of the building
- ✗ Rubbish bins stored in view of street



- ✓ Simple street furniture such as tree guards
- ✗ More appropriate placing for seating
- ✗ Tree guards are poorly maintained



- ✓ Buildings should provide an active street front and opportunity for passive surveillance
- ✗ In this example, the cafe on the left provides a positive address to the street, while the facade on the right with the roller doors 'turns its back' on the street, and reduces the overall quality of the pedestrian environment.



- ✓ Opportunity to 'green' and soften side streets landscape
- ✗ Side streets pedestrian unfriendly
- ✗ Garages presented to street
- ✗ Roadways not well maintained



- ✗ Footpaths uneven and not well maintained
- ✗ Some street signage is difficult to understand - or not clear.





## 5.0 Community Consultation

Consultation was undertaken with Maribyrnong City Council, the local Traders Association and local residents to provide guidance on perceived and identified areas and issues in Yarraville Village. As commercial areas of the village were a key part of the study area, an effort was made to speak to local traders about their concerns.

The project carried out public consultation through:

1. A Newsletter
2. Website
3. Community Forum
4. Press Release
5. Poster Display
6. Trader Interviews

Traditionally, letter drops and similar forms of consultation obtain relatively low response rates (i.e. 10 – 15%). Due to this, a direct approach was undertaken in preference to a letter drop. The majority of businesses along Anderson Street and Ballarat Street were visited and asked to discuss what traffic, parking and urban design issues were of concern, if any.

Individual interviews with Traders allowed for detailed responses and where necessary issues were teased out to obtain a greater understanding of the key issues which affect them and their businesses.

It should be noted that not all businesses were interviewed due to the business being closed, or the manager being unavailable at the time of our visit (approximately 85% of traders were consulted). However, there were several consistent themes which were raised by the Yarraville Village business community.

Further, in depth discussions were held with the President of the Yarraville Traders Association which generally confirmed our discussions with individual traders.

The opinions and concerns of the community in general were addressed in a public forum on Wednesday 3 May 2006, which was attended by less than 10 residents and traders.

The majority of issues raised by local traders were concerning traffic and parking within the Yarraville commercial area, whereas local residents tended to focus on issues concerning amenity and retaining the character and image of Yarraville.



Logo for the Yarraville public consultation process



The study team visited Yarraville on several occasions in order to gain a good sense of the community and existing conditions

How did the study team get to know the village, and what different groups in the community care about?

Who did they speak to?

## Key issues

A summary of the issues which were raised during consultation follows:

### Image and Character

- Preserve friendly village atmosphere and local character.
- Recognise importance of interesting streetscapes; including wide verandas and heritage architecture.
- Improve maintenance of footpaths, graffiti and general appearance
- Some street furniture is expensive to maintain and not attractive
- Improve greenery and landscape
- Clutter of Rubbish bins on Footpath

### Amenity

- More public toilets needed
- Preserve and improve open space
- Increase amount of open space
- Run down open spaces
- Not enough trains stop at Yarraville station
- The underpass was removed (without consultation), and now pedestrians must wait at the railway crossing- often the wait is too long at peak periods.
- More information spots
- Poor/inadequate parking/directional signage

### Safety

- Inadequate lighting in some side streets and near railway
- Not safe or pleasant to cycle
- Some traders feel unsafe when returning to their vehicles.

### Sustainability

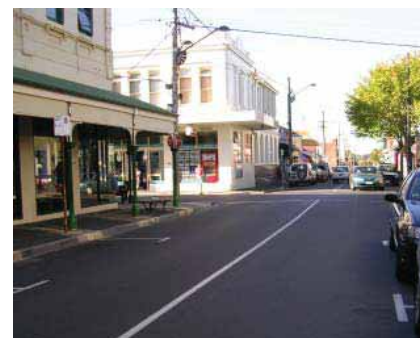
- Not green enough
- Too many people drive, rather than walk or catch public transport

### Parking and Traffic

- Lack of trader parking
- Lack of short term parking space (1/4 or 5 minute parking)
- Under utilisation of loading zones
- No stopping parking bays on Anderson Street are not well used or understood leading to congestion
- Greek Church requires additional parking at certain times
- Parking Officers could ask traders to move their vehicles where obvious before issuing infringements
- Congestion occurs at boom gates Anderson Street



Parking and inadequate signage were issues raised during consultation



Preserving the rich character of Yarraville is a high priority for the community

How do we get the underpass back?

The most important thing is to keep the friendly village character

I'd like to see more trees and greenery

I think we need more parking!

I don't like seeing the rubbish bins cluttering up the pavement

## 6.0 Background Information

Theory, background research and further reading...

Several documents have been reviewed in order to provide a balanced and informed output. Short summaries of these documents are set out below in chronological order together with the key points that have influenced the design concepts advanced by this report.

### **Yarraville Townscape Study (1990)**

This study attempted to coordinate the various studies that have addressed the Yarraville area; traffic management study 1985, strategy plan 1987 Landscape assessment notes 1987 and the Footscray Urban Conservation Study 1989, and provide a master plan for Yarraville commercial area and its environs.

Key recommendations were:

- Maximise potential for open space corridors to form pedestrian and bike linkages
- Focus on heritage – seen as principal characteristic of Yarraville
- Reinstall traditional verandas
- Upgrade pedestrian access from goods yard to Anderson street
- Establish new plaza and seating in railway area of Anderson, including civic square near bus station
- Street tree planting along main avenues
- Strengthens eastern access egress to shopping precinct to ameliorate congestion on Anderson Street
- Bike network down Ballarat, and Stoney Creek open space to Bellairs Avenue and the railway line. Another from Cruickshank Park to Yarraville, along Anderson Street. These can connect the open spaces, ovals and playgrounds within Yarraville

### **The Good Y.A.R.D.S Project (1995)**

This project, partially commissioned by the Australia Council for the Arts, engaged an architect and visual artist to analyse and develop a framework for the historic railway precinct of Yarraville. The aim was to create an opportunity to realise the site in cross-art form in consultation with the community of Yarraville.

The project proposed:

- Extensive landscape planting
- A bicycle path to run adjacent to the railway
- Realign road onto existing bluestone pitches
- Extend car parking onto existing bluestone pitches for mixed car parking/market use
- Develop public square in current bus-stop location with public rotunda and reconfigured bus-stop
- Mixed-use public sports courts with a high level of lighting
- New pedestrian crossing from Avoca Street to Goods Yards over railway

### **City of Melbourne (2003) Kerbside Café Code**

The Kerbside Café Code encourages more active street frontages to increase the vibrancy and interest of streets within the City of Melbourne. Kerbside cafes and alfresco dining provide spaces for social interaction and the opportunity to withdraw from footpath pedestrian movement and rest while observing street activity. Kerbside cafés also increase the sense of safety and security in streets. The code however warns that café furniture should not compromise existing street activities, circulation requirements or pedestrian and traffic safety.

### Australian Bureau of Statistics (ABS) data (Car Ownership)

Australian Bureau of Statistics (ABS) data from 2001 provides information on the level of car ownership within the Yarraville commercial precinct and surrounding residential area (refer to Figure 3.1 – ABS Collection District). It should be noted that approximately 63% of dwellings have 1 or no car and as such, would create only a minimal demand for permanent on-street parking. However, 30% of dwellings have 2 or more vehicles which are likely to create on-street parking issues, particularly in streets such as Simpson Street where the majority of properties are single fronted dwellings with limited off-street parking opportunities

### Yarraville Village Parking Management Plan (December 2001)

Council in December 2001 prepared the Yarraville Village Parking Management Plan and its findings and recommendations are generally still applicable today. Key findings:

- The majority of Yarraville traders drive to work (82%) (only Anderson Street and Ballarat Street traders were individually surveyed).
- Minor changes to existing parking restrictions in a select number of streets;
- Traders identified their concern at the lack of staff parking;
- Need for short term parking (i.e. for banking, chemist, bakery etc.);
- Need and location(s) for taxi ranks;
- Need and location(s) for disabled parking;
- Encourage walking, cycling and public transport by streetscape and lighting upgrades along key routes, provide bicycle and pedestrian facilities.

### Melbourne 2030

Melbourne 2030 is the State Government strategy to accommodate growth in a more sustainable way whilst enhancing the amenity and lifestyle of the City.

A key focus of the strategy emphasizes the importance of neighbourhoods that should be oriented around 'walkable' distances between activities and where there is a significant reduction in car dependency. Further the centres should enhance and encourage pedestrians by utilising active street frontages and appropriate urban design so that pedestrians feel safe and comfortable.

### Planning for Pedestrians

The 'Providing for Pedestrians Report' was produced for the Department of Sustainability and Environment by Mr Rodney Tolley, a recognised international expert on walking. The report explains the principles of providing for pedestrians and encouraging walking.

Major factors that affect whether people walk or not are: Personal safety; road safety; health issues; social exclusion. Social exclusion occurs when the residents of an area suffer from a range of interrelated problems: high unemployment, poor local facilities, limited public transport and poor walking environments. Many problems are associated with poor accessibility, and the solution generally involves a mix of better land use planning.

#### Design for disability:

Over 20% of the population has some form of disability and it is essential that good design and DDA guidelines and standards are implemented to ensure these people can use the footpath network.

#### Engineering standards:

The implementation of appropriate design standards and a strategic approach ensures that the pedestrian environment is conducive to walking. The '5C checklist' provides basic guidance on making all walking routes 'Connected, Comfortable, Convenient, Convivial, Conspicuous'.

An assessment of the pedestrian environment is required to ensure the pedestrian activity is maximised and a 'walkability audit' of key streets in the Yarraville precinct has been undertaken to achieve this goal

## Roles of key agencies

A brief overview of the roles and responsibilities for each organisation is provided.

### City of Maribyrnong

The City of Maribyrnong (CoM) is generally the responsible authority and planning authority for the Yarraville precinct including streetscape and footpath works and appropriate signage.

Council also develops many strategies and policies for the area to ensure Council's and the community vision are implemented in an appropriate manner. These policy decisions are generally consistent and complimentary with the existing State Government policy framework (i.e. Melbourne 2030).

### Connex

Under the current partnership agreement, with the Victorian Government, Connex, a private company, operates the entire metropolitan train network including associated infrastructure. In relation to this study, Connex is responsible for train time tabling, station safety and security and commuter parking on VicTrack land

### VicTrack

VicTrack is a State government organisation that is primarily responsible for rail land and infrastructure.

The majority of VicTrack assets are leased to the Director of Public Transport (DPT). The DPT then sub-leases these assets to various transport operators (Connex) and track access providers for the provision of public transport and freight services.

Under the leases to the DPT, VicTrack has the right to undertake commercial activities in the areas of telecommunications, property leasing and licensing, outdoor advertising and commercial property development.

### Department of Infrastructure

The Department of Infrastructure (DOI) is responsible for helping deliver an integrated transport network and coordinates and monitors the public transport system, as well as preparing and implementing strategies to ensure roads and public transport services complement one another. In relation to the Yarraville Village precinct, DOI has primary responsibility for public transport and to a lesser extent, major projects. DOI, in conjunction with Connex and VicTrack, have been involved in issues which may impact on train services and land ownership issues associated with the railway reservation.

### VicRoads

VicRoads is a statutory corporation within the Victorian Government infrastructure portfolio, and the principal advisor on road and traffic management.

In relation to the Yarraville precinct and this Study, VicRoads would have no primary involvement as all of the proposals impact on the local road network (roads which do not form a key or integral part of the overall road network).

However any proposed Yarraville signage upgrades or roadworks to enhance or encourage access to Yarraville Village on the major arterial road network (Williamstown Road and Francis Street (primary arterial roads) would be referred to VicRoads.

Who is responsible for train times... and what role does council play?

Who is in charge of the Goods Yards?





# 7.0 The Urban Design Framework

## Key Actions proposed in the Urban Design Framework Plan

1. Create an entry experience into the Yarraville by gateway treatments in key areas
2. Establish a village square on Anderson and Canterbury Streets; incorporate the park and bus station, reuse the railway buildings for commercial/civic purposes, develop a detailed design
3. Create an 'Entertainment Precinct' in the northern area of Ballarat Street; install distinctive road paving and removable bollards from Anderson Street to Murray Street
4. Create a strong link to Fehls Reserve via Lois Lane from Anderson Street; install distinctive paving and replace adjacent neighbours fencing with lower and more permeable fencing
5. Discourage vehicle access into Yarraville via Fehon Street in favour of Ballarat Street to reduce congestion at the railway crossing
6. Encourage vehicles to park in established carparks at the north, south, east of the village and to the west of the village to limit vehicles circling within Yarraville looking for parking
7. Prioritise discussion with VicTrack and research into future direction and implications of future development of the Goods Yards area
8. Enhance the established pedestrian/cycle link through the Goods Yard
9. Instigate additional parking on bluestone pavers adjacent to basketball court in the Goods Yard to alleviate parking concerns
10. Ensure that any future development or alterations to existing development within Yarraville will be consistent with Water Sensitive Urban Design (WSUD) and Ecologically Sensitive Design and Construction (ESDC) principles
11. Enhance the tree planting programme in side streets to green Yarraville
12. Introduce a co-ordinated programme of signage to reflect Yarraville's character and improves legibility and access to parking
13. Implement a staged replacement of selected street furniture with a co-ordinated suite requiring low maintenance costs (Council's standard Botton and Gardiner Aluminum suite)
14. Remove shrubbery, enhance pedestrian/cycle link and investigate possible commercial/cafe use in Railway Park
15. Improve the landscape of Willis Street carpark by planting additional trees and a climbing vine on the blank wall of the supermarket

What is it that makes Yarraville 'feel' the way it does? What kind of experiences do I enjoy in the village?

## 1. Village Character, Identity and Image

Discussions with the community and frequent site visits by the study team have indicated that the view is generally held by locals and visitors alike that the core value of the village is in its historical street facades, the bustling atmosphere of its footpaths, its sense of community, and diversity, small scale, and uniqueness of its shops, services, cafes and restaurants.

The recommendations of this framework are intended to allow and encourage appropriate growth, while preserving and enhancing these important aspects of character, image and identity.

### Issues

- Increased parking provision could lead to significant land use changes and a decrease in diversity. Increased commercial rents could impact on the viability of some existing businesses leading to higher numbers of food and beverage outlets
- If cars are catered for at the overall expense of pedestrian amenity, Yarraville can expect to experience a dramatic shift in image and identity. If the village is no longer valued for its active footpaths and bustling atmosphere; it may lose its current 'niche' position in the overall commercial catchment.

- There is a lack of space suitable for a gathering point or village square – which can be used for markets, festivals and to improve the overall amenity of the village.
- The strong and iconic entry experience from Anderson Street in the west is not matched by the weaker access points in the north, south and east.

### Aim

- Define and enhance Yarraville's own character to position it for future growth.
- Strengthen definition of village boundary and create strong entry experiences to increase legibility and image
- Extend the vital and active community and activities of Yarraville by providing appropriate spaces and facilities.
- Historic facades and enclosure of the street should be recognized as a key element of the success of the village streetscape, and protected and enhanced accordingly

More parking may mean more cars? Will that make the village less pedestrian friendly

How will the village change if more parking is available? Will it become more like Brunswick St or Fitzroy St. Would that be a good thing or a bad thing?



Does Yarraville need a 'village square'.. a place for markets and festivals?

### Actions and Guidelines

- Recommend further study into establishing precincts within the village- supermarket and fresh food precinct (around Willis and Anderson Streets), entertainment precinct (around the Sun theatre), shopping and restaurants precinct (around Ballarat and Anderson Streets), village square precinct (to the western side of the tracks)
- Continue to apply the recommendations of the Yarraville Townscape Study (1990) in regard to addressing false fronts and/or inappropriate signage on historic facades.
- Discourage chain stores and franchises in the village in favour of businesses with a distinct local identity. If such businesses are accepted, ensure that their scale remains in keeping with surrounding businesses, and that signage, colours and architectural detailing are consistent with the overall village character and image.
- Create entertainment precinct in northern area of Ballarat Street, and Village Square west of Railway line (refer to Master Plan)
- Maintain and enhance the association of Village with Railway by establishing village square adjacent to Station, reusing Railway Buildings for Café, restaurant and retail use, and defining growth area to the west of current village centre. (refer to Master Plan)
- Create defined gateways/thresholds into the village by installing appropriate signage and streetscape treatments to distinguish them at specified locations (refer to Master Plan)



If we have to choose between parking and 'footpath culture', which one is more important?

## 2. DDA Compliance and Conflict with Image and Character

As outlined above, because of the restricted space available in the historical layout of the village, at times different amenities compete for space. This is nowhere more apparent than in the potential conflict between the 'footpath culture' of Yarraville and parking provision along Anderson and Ballarat.

In order to agree on the best way to address this issue, the managing bodies and the community need to assess what the core values of the village are. Do people visit, shop, or choose to live near the commercial centre of Yarraville for convenient access via car, like they do for Ikea or BiLo? Or are they attracted to the village because of its interesting, colourful and walkable main streets?

### Issues

- If council or another authority seeks to achieve DDA compliance in the village, either;
  - The majority of café seating and displays will need to be removed, which will have severe implications for the cultural and commercial life of the village
  - Or footpaths will need to be widened in key locations in order to accommodate displays and café tables; this will mean loss of parking spaces on one or both sides of the street.
- Footpath widening outside existing cafes and shops with 'on street' displays may always not always be useful in the long term, as the location of cafes and shops usually changes over time.

### Aim

- Achieve DDA compliance, if required, without compromising the core elements of the village which are the basis for the commercial and cultural success of the village

### Actions and Guidelines

- Study the location of existing 'street displays' and café tables
- If DDA compliance is required, widen footpaths in enough locations so that no significant reduction in distribution and number of on-street displays and café tables is discernable.
- Relocate parking where necessary into side streets. Reconfigure parking where possible to accommodate 'lost' spaces within a 400m radius of the village (5 minute walk).



Examples of colourful footpath activity and planting, which contribute to the streetscape and culture, but are not DDA compliant

Part of Yarraville's charm is the atmosphere of the place; the buildings, the street activity such as cafes and shop displays and of course the people.

However, the active cafe seating and colourful displays on the footpath are not DDA compliant, and if enforced may have to be removed. What would be the consequence of this on the character of Yarraville? What are the options?



Is there any chance of getting the underpass back?

The removal of the pedestrian underpass on Anderson Street upset many residents, mostly due to the lack of consultation. However, if it were to be re-installed, the DDA requirements for it may produce more negative impacts on the surrounding area than positive ones. Further study needs to be undertaken.

### 3. Permeability and Access

#### Issues

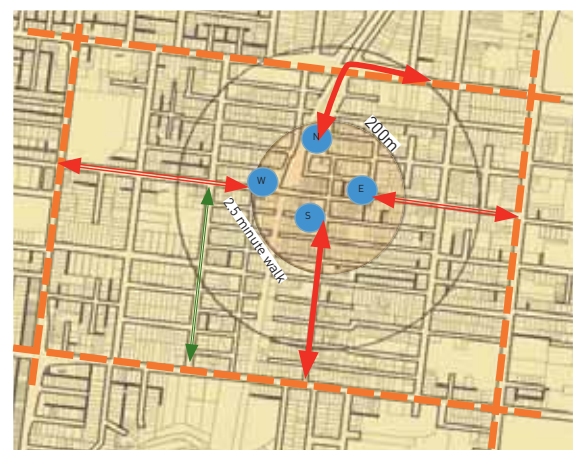
- Pedestrian and cycling connections within the village and to other destinations, like Seddon Village and Stony Creek are not clear.
- The underpass on Anderson Street was removed by VicTrack without appropriate consultation with the Community or Council; pedestrians now wait for long periods during peak train times.
- If the underpass is reinstalled it will may be required to be DDA compliant, if so the long ramps required will have a significant negative impact on the surrounding streets. A lift may be considered, but is likely to be cost-prohibitive.
- Access to the village is mainly along the east west access, and does not reflect the growth of the village's north-south axis over the last ten years. This is adding to the congestion along Anderson Street, particularly at the Railway Crossing

#### Aim

- Encourage the community to utilise additional access routes into the village
- Encourage visitors and locals to park on the edge of town (in the 3 established car parks in the north, south and east of the village, and on street parking available in the west) and then walk, rather than drive through town.
- Strengthen pedestrian and cycling links within the village and to other destinations, protect current pedestrian –orientation of village centre

#### Actions and Guidelines

- Discourage access via Fehon from the south in favour of Ballarat. This reduces congestion at railway crossing..
- Study possibility of strengthening north and south access routes, including removing landscape treatments and reopening Francis and Ballarat intersection for more traffic.
- Strengthen link from the east of Anderson St to Fels Reserve via Lois Lane (refer to Master Plan)
- Protect northern link via the Goods Yard to Seddon Village, install signage showing location and distances to destinations along shared pathways.
- Install new signage directing drivers to park as they enter the village, and signage within the village, encouraging residents and visitors to create a clear 'mind-map' of parking opportunities. Name car parks 'East Car Park: Willis Street', 'North Car Park: Goods Yard', 'South Car Park: Simpson Street' (refer to section 9 of Framework for more detail)
- Ensure future development connects with, extends or improves local street structure and provides a choice of routes where possible
- Investigate the impact of DDA compliance requirements of reinstalling the pedestrian underpass on Anderson Street.



## 4. Land Use, Planning and Growth

### Issues

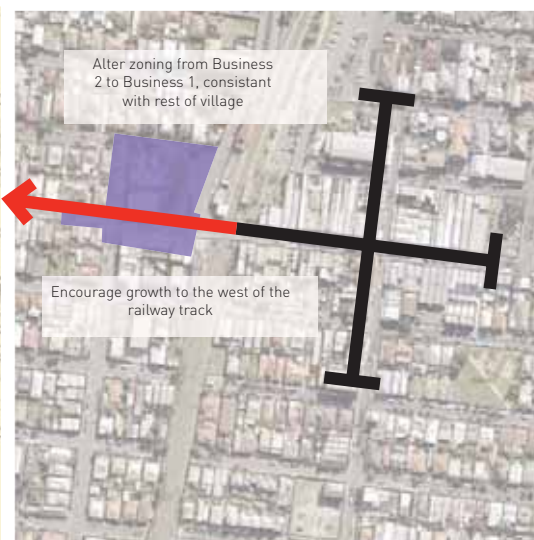
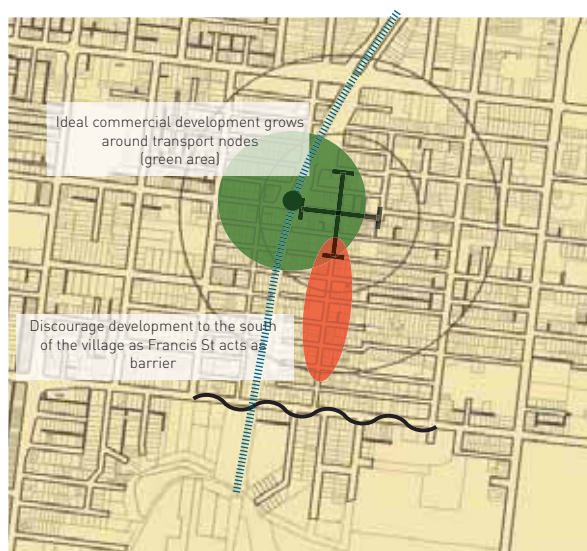
- Areas of future growth of the centre have not been clearly defined or facilitated.
- The current trend for growth is west of the railway line over Anderson, or south along Ballarat Street.
- Currently the railway line acts as a barrier and businesses west of the railway feel isolated from the village
- Further commercial growth south along Ballarat Street is not desirable, because the catchment for both customers and parking is not available due to the land use south of Francis Street. This also moves the activity of the centre further from the Bus and Rail transportation network.
- Part of the western side of Anderson Street is zoned Business 2, which is intended to encourage the development of offices and associated commercial uses. This kind of development may restrict the current diversity of the centre

### Aims

- Encourage and plan for appropriate growth of the village

### Actions

- Discourage further growth to the south, encourage necessary and appropriate growth west along Anderson Street, in the area shown.
- Rezone area currently Business 2 into Business 1.
- Create a focus for activity west of the railway: develop the bus station area into a village square, and convert railway buildings to retail uses (refer to Master Plan)



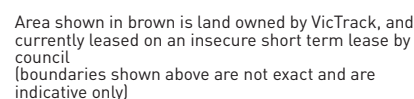
The historic Goods Yards area has been Crown Land for many years, and is now controlled by VicTrack. A third track has been proposed for this site, and council is currently renting the site on an insecure month to month lease.

- The month to month lease and potential loss of the site impacts on the future of the overall village including provision for public/commuter car parking and open space.
- Council is in negotiation with VicTrack about the future of the Goods Yard- VicTrack have not been able to define future plans and enter into a long term lease with Council
- The Good Yard is a significant historical site, and is classified by the National Trust.
- Short term lease between Council and VicTrack does not allow Council to invest money into the area

- Investigate the short, mid and long term plans for the land and what part Council will play in the future of Goods Yard.
- Enable the community and council to engage in appropriate discussion, consultation and negotiation with VicTrack

- Investigate other car parking opportunities in the area
- Ensure the community is aware of the risk and consequences of the loss of the site.
- Ensure opportunities are created for consultation between VicTrack and the community
- Council to continue to consult with VicTrack on the future of this area of land in order to be able to plan for a more secure future
- Council should assess future development proposals keeping in mind the possible need for vacant/development land to replace parking and open space amenity when/if Goods Yards are lost.

If Council only has a short term lease - does that mean they can't spend any money on upgrading the area?



## 6. New Infill Development

This section of the framework seeks to describe how new and infill development should look and relate to existing Village by controlling height, grain size and street address. Yarraville's strong public transport infrastructure is able to support increased density, which is important to ensure sustainable growth, and reduce urban sprawl and it's associated problems. Yarraville should embrace medium to high density infill development in line with Melbourne 2030. If this is done appropriately it should enhance rather than compromise village character and amenity.

### Issues

- New development which does not maintain consistency in expression of building elements predominant in Yarraville such as height and mass, materials, colours, form and so on
- Development which causes unsympathetic change to the village character.
- Overly narrow restrictions on new building design, which discourages responsive and innovative building form in favour of 'historical replicas'.

### Aim

- Reinforce the existing character and sense of place through appropriate built form and streetscape improvements
- Encourage designers who are interested in new architectural and landscape directions, as long as these designs respond to the proportion, scale, materials and character of the existing urban fabric.

### Actions and Guidelines

- Scale (mass and height) should be appropriate to those prevailing in the wider area, the existing typography and urban grain i.e. ensure that development/building will not intrude into the urban landscape and impact on view lines.
- New development should be consistent with existing facades- 2-3 storeys along Main Streets and behind this 4-5 storey development is possible if setback is sufficient that to not interfere with the existing human scale streetscapes.

Tinted windows means an otherwise attractive building makes a poor contribution to the street. At night time the situation is reversed; and the liveliness within the pub activates the footpath outside.

What should new buildings in the Village look like? And how should they relate to the street?

## 7. Relationships between Buildings and the Street

### Issues

- Possible development of new built forms which do not engage with the street; but rather 'face inwards' limiting engagement between passers-by and the activity within the building.
- Existing shop fronts which make a poor contribution to the streetscape with badly maintained or inappropriate facades, tinted windows, roller door facades closed during the day and/or inadequate window displays.

### Aim

- Encourage streetscapes where buildings are welcoming at ground level and encourage interaction with people

### Actions and Guidelines

- Maximise the opportunities for street activity by ensuring buildings at ground level allow for interaction opportunities such as appropriate window displays, ability to see in and out of restaurants/cafes to and from the street
- Buildings should relate to human scale i.e. provide a comfortable environment for pedestrians, not allow pedestrians to be dwarfed by buildings





To a certain extent the eclectic and mismatched range of street furniture is part of the villages' charm..

Should it be allowed to remain ad hoc? Or should it be generally be pulled together as a co-ordinated suite; with a few 'sculptural' benches in key locations?

## 8. Safety

### Issues

- Risk of new development not maintaining existing levels of 'passive surveillance' of the street. Most windows in existing buildings are oriented towards the street, and make to the suburb safer for pedestrians.
- Poor lighting in some locations.
- High and extended fences along Lois Lane close in view lines and prevent pedestrians being observed by passers-by or neighbours, increasing sense of danger.

### Aim

- Ensure that Yarraville Village provides a safe and secure environment, while creating a pleasant visual ambience

### Actions and Guidelines

- Encourage active ground floor uses in new developments and infill development. Living areas in residential buildings, and restaurant or retail in commercial buildings.
- Encourage semi-permeable fencing of front private open spaces to allow for privacy and natural surveillance opportunities
- Ensure streets, pedestrian crossings and other public areas are well lit
- Review Lois Lane area (refer to Master Plan)

## 9. Landscape and Streetscape

### Issues

- Poorly maintained areas, including the park by the railway line, and footpath paving in general.
- Ad hoc selection of street furniture, which is difficult and relatively expensive to maintain.
- Poorly used park near bus station.
- Overall lack of trees and 'greenery'

### Aim

- Improve the public space, including streetscapes and parks to maximise the amenity provided to the community

### Actions and Guidelines

- Upgrade public areas with streetscape works (refer to master plan)
- Maximise existing public spaces for public uses with landscape works in north Anderson St, and the Bus station area. (refer to master plan)
- Plant avenues of street trees along Anderson and Ballarat on areas approaching the town centre, and in adjacent streets. (refer to master plan)
- Ensure public landscape design is an integral part of the town centre and contributes to the character
- Preserve and protect existing healthy trees and green space
- Where possible, encourage linking areas of open space with green corridors to provide amenity and urban eco-networks.
- Upgrade footpaths; maintain use of asphalt and main paving material in the village; select bitumen with generally large aggregate, and some light coloured aggregate, which wears well.



Some street furniture is not making a positive contribution to the streetscape, and/or are located in positions where poor surveillance leads to high maintenance costs.

Note: This 'art' bench works well and has not been badly affected by graffiti where it is located at the other end of Anderson Street, near the supermarket.

Review and replace selected street furniture with co-ordinated, robust and easily maintained suite of street furniture where required.

Threshold treatments would 'signal' to drivers that they've entered the pedestrian friendly village area - and encourage them to feel less frustrated by delays

## 10. Gateways and Legibility

### Issues

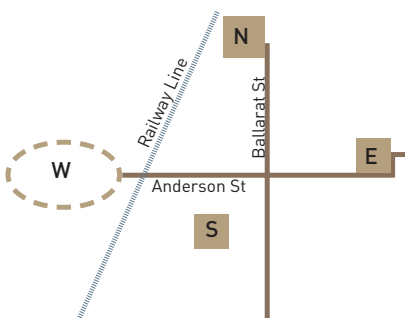
- Undefined entry experiences into the village from the north, east and south
- When cars enter the pedestrian dominated and congested environment of the village they can become frustrated at the delays and interruptions. Traffic behaviour is usually appropriate (slow speed), but the expectations of drivers don't seem to be consistent with the traffic conditions- this compounds levels of frustration.
- Inconsistent signage throughout the Village; opportunity to strengthen understanding of connections and access points.

### Aim

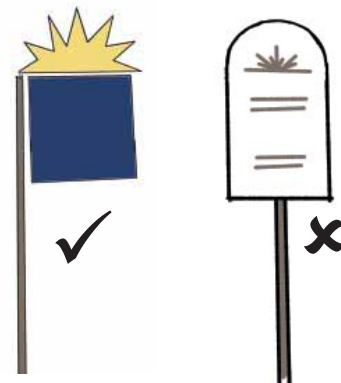
- Clear and legible signage which reflects the character and identity of Yarraville.
- Define the boundary and entry experiences of Yarraville to signal to drivers that they are entering a pedestrian dominated area.
- Provide directional signage enabling drivers to park on the outskirts of the village, avoiding congested areas.

### Actions and Guidelines

- Introduce new signage with the Village that allows people to create a mental map of how to get around the Village easily
- Install easily maintained and visually consistent suite of signage. Remove superfluous signage and keep new signs to a minimum scale.
- Mark entries from main roads with consistent 'icon' signage. Avoid elaborate signage which is difficult to maintain.
- Remove signage on Fehon Street
- Install interpretative signage to mark link down Lois Lane to Fels Park, link north to Seddon Village and open space via Goods Yard and shared path networks
- Ensure that signage is in keeping with the character of Yarraville
- Ensure that signage is DDA compliant



Introduce new signage within the Village that allows people to create a mental map of how to get around the Village easily



Install a consistent suite of signage, which is easily maintained and reflects the character of the village, like the existing signage shown in the sketch on the left. Avoid inconsistent and/or unattractive signage.

## 11. Views and Visual Links

### Issues

- Potential loss of key visual links and view lines in Yarraville
- Some weak view lines in key entry areas

### Aim

- Enhance view lines to prevent public views to and from Village features, such as open space, character/heritage buildings from being blocked or hindered.

### Actions and Guidelines

- Ensure that view lines critical to the community and which contribute to a 'sense of place' are maintained and reinforced
- Use landscaping to frame important view lines and visual links
- Ensure view lines are considered a high priority when assessing potential future development
- Upgrade key 'entry views' with avenue planting along the south of Ballarat Street and landscape treatments at Schilds and Willis (refer to Master Plan)

## 12. Sustainable Design and Development

Water Sensitive Urban Design (WSUD) and Ecologically Sustainable Design and Construction (ESDC) principles

### Issues

- Development is not consistent with WSUD and ESDC principles

### Aim

- Ensure that any future development or alterations to existing development within Yarraville will be consistent with WSUD and ESDC principles

### Actions and Guidelines

- Avoid raised kerbs around planting beds and street trees
- Comply with WSUD and ESDC principles (refer to relevant documents)



Important view lines incorporating significant buildings such as Sun Theatre and the Cut Café





## 8.0 Traffic Management and Pedestrian Framework

### Key Actions proposed in the Traffic and Pedestrian Framework Plan

1. Replace and install pram crossings to comply with DDA requirements (Refer to plan on following page showing the locations for proposed new and refurbished pram crossings)
2. Replace and renew footpath, generally in line with Council capital works program to provide a uniform asphalt surface
3. Introducing pictorial/advisory signage on the use of 'the pull out bays' to assist in motorists' comprehension of their operation. Renew line marking of these bays as part of general maintenance to further discourage motorists from parking at these locations
4. Provide information material to traders encouraging the use of deliveries by smaller vehicles or alternatively, if the larger delivery vehicles to arrive before 10am to minimise potential congestion issues and select routes where large vehicles can be more readily accommodated
5. Review use of 2P restrictions along both sides of residential streets. Ascertain if providing parking restrictions along 1 side of the street would ensure residents can park near their property (i.e. Simpson Street, Tarrengower Street, Buninyong Street)
6. Convert open space north of basketball ring to car park facility (essentially the existing bluestone paved area) to provide additional parking opportunities for traders and customers which are not directly in front of residential dwellings (approximately 13 spaces)
7. Introduce 1/4P and/or 5 minute parking at the start and end of parking segments along Anderson Street and Ballarat Street to provide greater flexibility in on-street parking opportunities and increase the turn over of parking spaces
8. Review the hours and times of operation of loading zones around Yarraville Village; the majority of loading zones should be converted to 1/4P parking after 4pm to increase and enhance public parking opportunities. However, further research would be required to determine which loading zones should be modified
9. Review directional signage to the major car parks within the Village. Provide advance notice signage encouraging motorists to use alternative routes to Anderson Street (where practical) when accessing car parking facilities
10. Advocate for additional bus services and modification of Route 429 (Yarraville – Altona North) to operate to Altona Gate Shopping Centre to increase service coverage and encourage greater utilisation of bus services
11. Provide additional parking opportunities near public transport facilities which may be used by commuters, traders and customers (i.e. Birmingham Street converting parallel parking to angle parking to increase the overall parking supply, converting short term parking to unrestricted parking on nearby streets as per point 5)

## Pedestrian Movement

### Issues

- Pedestrian accessibility and movement is considered to be fair;
- Many footpaths in and around the Village are narrow and/or in poor condition;
- Pram crossings at key locations are missing or have bull noses which create difficulties for mobility and sight impaired pedestrians.
- Congestion and narrow footpaths help to create part of the bustling vibrancy of the village. However, street furniture and goods displays are not in compliance with DDA regulations. These valuable streetscape elements can only be retained in a DDA compliant environment if footpaths are widened to accommodate them.

Further information on DDA requirement and the general principles for pedestrian mobility and safety can be found in Appendix – Pedestrian Facilities.

### Aim

- Provide appropriate footpath widths to accommodate pedestrian movement;
- Retrofit and reconstruct footpaths and pram crossings to DDA standards.

### Actions and Guidelines

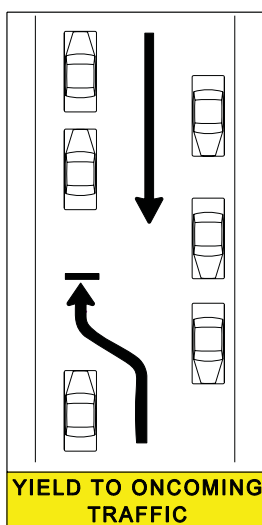
- New and refurbishment of pram crossing should initially occur where higher pedestrian flows are experienced around the retail precinct (i.e. Anderson Street, Ballarat Street, Canterbury Street and public transport facilities)
- Footpath upgrades in accordance with Council capital works program (refer to Appendix).
- Bull noses and lips on channels at pram crossings are no longer installed (they are a potential trip hazard);
- Pram crossings are installed to the appropriate standard;
- A clear zone along the building line (min. 1.2 m wide x 2 m high) is maintained;
- The use of Tactile Ground Surface Indicators is minimised where possible, and where they are required, consistent style of installation and type of indicators are used;
- Minimise the use of steep ramps and stairs (improves access for persons who are mobility impaired and wheel chair users);
- An emphasis to achieve DDA compliance at public transport stops and other key locations where a greater number of pedestrians are likely to congregate.
- The desirable footpath width standards that would be appropriate for Yarraville Village are:
  - 1.5 m wide footpaths for local and collector road streets without footpath displays or cafe tables;
  - 1.8 - 2.0 m wide footpaths for major pedestrian routes (i.e. Anderson Street and Ballarat Street);
  - 2.5 - 3.0 m wide footpaths at significant pedestrian generators (i.e. outside Sun Theatre and where alfresco dining occurs).
- It is acknowledged that it is currently impractical to widen footpaths, except in small and discrete locations due to existing constraints.



Date	Location
FY 07	Anderson Street north side – Ballarat Street to Willis Street Ballarat Street east side – Anderson Street to Murray Street Birmingham Street east side near railway station Wood Street east side
FY 08	Ballarat Street west side – Anderson Street to Murray Street Ballarat Street east side – Anderson Street to Tarrengower Street
FY 09	Anderson Street south side – Buninyong Street to Ballarat Street Anderson Street north side – railway line to Buninyong Street Ballarat Street west side – Anderson Street to Simpson Street Simpson Street both sides – railway line to Ballarat Street – road resheet Buninyong Street both sides – Canterbury Street to Anderson Street – road resheet Wood Street – Murray Street Avoca Street – road resheet

#### Council road and footpath refurbishment program

**Note:** The majority of issues associated with footpath conditions are gradually being tackled by Council as part of its capital works program. Recently, the footpath on north side of Anderson Street between the railway line and Ballarat Street was resurfaced. Proposed timing and locations for other footpath resurfacing works in the Village is shown in the table above.



Example of pictorial/advisory signage to inform the correct use of pull out bays.

## Traffic Management

### Issues

- Anderson Street - No Stopping pass out bays are not well used or understood by the public leading to localised congestion;
- Large delivery vehicles experience difficulties negotiating the narrow road network around the Village;

### Aim

- Improve motorists' comprehension of the purpose and operation of these facilities;
- Encourage large delivery vehicles to enter the Village outside of the traditional busier shopping periods (i.e. before 10 am weekdays). Note that load or size limits would not be apply to those vehicles which have a bona fide need to be in Yarraville Village.

### Actions and Guidelines

- Introducing pictorial/advisory signage on the use of 'the pull out bays' would assist in motorists' comprehension and assist in achieving a more orderly traffic flow.
- Renew line marking of these bays as part of general maintenance to further discourage motorists from parking at these locations;
- Provide information material to traders encouraging the use of deliveries by smaller vehicles or alternatively, larger delivery vehicles to arrive before 10am to minimise potential congestion issues.

## Car Parking and Control Principles

Parking management and control are generally required where there are competing demands for limited on and off-street parking resources. On and off-street parking is generally a scarce resource in the inner city municipalities which should be managed to provide an equitable distribution of parking for all road users.

At this stage, implementing a parking policy to limit or restrict particular road users is not considered appropriate as this often relocates parking into adjacent areas. For example, introducing resident only parking along both sides of a street, generally forces non-local traffic to park in the nearest street where there are no parking restrictions. This often creates new parking problems resulting in additional parking restrictions being introduced into a street where previously there were little or no parking issues. It appears that this has occurred to some extent in Simpson Street and Tarrengower Street, south of Yarraville Village.

The principal parking philosophy which should apply to the Yarraville Village precinct is:

- residents should be able to find on-street parking near their property, though not necessarily directly in front of their property;
- acknowledge that there are competing demands for parking but minimise excessive non local parking infiltration into residential streets.

Residents should be able to find on-street parking near their property, though not necessarily directly in front of their property

Some 'non-local' parking will always happen, but attempts should be made to minimise non-local parking on residential streets



400m radius - 4 to 5 minute walk time



## Car Parking Management

The parking occupancy surveys and community consultation results indicate that although there are resident and trader concerns in a number of streets, there is generally sufficient on-street parking within the wider precinct (approximately 400 m, 4 to 5 minute walk- see diagram on previous page).

The study identified approximately 800 car parking spaces within the Yarraville Village commercial precinct and a further 355 unrestricted spaces around the perimeter of the Village.

However, a number of minor amendments to the parking restrictions are proposed to provide a more equitable distribution of car parking within the precinct and generally increase the turnover of parking spaces.

Despite community concerns, studies show that there is currently adequate parking for everyone within a 5 minute walk of the centre of the village

Key Locations	Peak occupancy level	Peak periods
Ballarat Street	95%	9am – 4pm weekdays 9am - 3pm Sat.
Anderson Street	77%	10am – 3pm weekdays 10am – 1pm Sat.
Canterbury Street (east of the railway line)	95%	all times
Goods Yard car park (82 spaces)	95% (average)	9am – late afternoon weekdays
	78% (average)	noon Sat
Simpson Street car park (28 spaces)	92% (average)	Mon - Fri
	55% (average)	weekends
Other residential streets	70%	Not Stated

Peak Parking times and occupancy around Yarraville Village

13 additional spaces could be provided at minimal cost in the Goods Yards - however the future of all the parking in this area is still uncertain.

## Car Parking Management (cont.)

### Issues

- Perceived lack of trader parking as recently installed parking restrictions force traders to park further afield;
- Additional parking demand from Greek Church, commuters, Sun Theatre place additional demands on limited parking
- Insufficient short term parking opportunities;
- Poor/inadequate directional signage to the off-street parking areas;
- Under utilisation of loading zones.

### Aim

- Provide an equitable distribution of parking for all road users;
- Improve understanding in the community regarding parking management and control;
- Improve short term parking opportunities;
- Limit further parking infiltration from Yarraville Village by ensuring appropriate balance of on-street parking for all road users.

### Actions and Guidelines

- Review use of 2P restrictions along both sides of residential streets. Ascertain if providing parking restrictions along 1 side of the street would ensure residents can park near their property (i.e. Simpson Street, Tarrengower Street, Buninyong Street)
- Implement Birmingham Street angle parking solution (previously identified) to increase overall parking supply);
- Convert open space north of basketball ring to car park facility (essentially the existing bluestone paved area) to provide additional parking opportunities for traders and customers which are not directly in front of residential dwellings; (approximately 13 spaces, refer to the plans below)
- Introduce 1/4P and/or 5 minute parking at the start and end of parking segments along Anderson Street and Ballarat Street to provide greater flexibility in on-street parking opportunities and increase the turn over of parking spaces;
- Review the hours and times of operation of loading zones around Yarraville Village; the majority of loading zones are converted to 1/4P
- after 4pm to increase and enhance public parking opportunities. However, further research would be required to determine which loading zones should be modified.;
- Review directional signage to the major car parks within the Village. Provide advance notice signage encouraging motorists to use alternative routes to Anderson Street (where practical) when accessing car parking facilities;



Potential additional parking area on existing bluestone pavers in the Goods Yard

## Public Transport

The Yarraville precinct is well served with public transport facilities, primarily train and limited bus services. The Yarraville Village precinct is generally within a 3 to 5 minute walk to the bus/train interchange.

It should be noted that the bus operators are generally happy with the existing bus interchange adjacent to Yarraville Station. Further information on public transport, including frequency of services can be found in Appendix – Public Transport Services.

### Issues

- Increase desired in frequency and coverage of bus services;
- Increase desired in frequency of train services;
- Increase desired in commuter parking opportunities;
- Council to resolve its position on VicTrack land.

### Aim

- Enhance public transport facilities and infrastructure to encourage its greater use;
- Resolve 'third track' issue for Yarraville;
- Encourage Connex/VicTrack to provide additional commuter parking at Yarraville Station.

### Actions and Guidelines

- Advocate for additional bus services and modification of Route 429 (Yarraville – Altona North) to operate to Altona Gate Shopping Centre to increase service coverage and encourage greater utilisation of bus services.
- Provide additional parking opportunities near public transport facilities which may be used by commuters, traders and customers.
- Train service frequency are generally consistent with service levels across inner Melbourne;
- Due to the inherent flexibility of taxi operations, providing more dedicated Taxi stands throughout the precinct are not considered warranted at this stage. Additional ranks, if provided, are likely to be under utilised, and would take away on street parking for other road users.

## Bicycle Facilities

### Issues

- It is difficult to provide dedicated on-street bicycle facilities as parking spaces are painted approximately 2 m wide to encourage motorists to park closer to the kerb. This creates more road space for a cyclist and other road users, however the residual roadway is insufficient to accommodate a dedicated bicycle facility;
- Bicycles are a legitimate road user, and as such, every road should accommodate cycling.

### Aim

- Promote cycling as a sustainable and environmentally friendly form of transport by providing bicycle routes throughout the precinct with good connections to other cycling paths;
- Improve the legibility of the cycling routes and destinations in and around Yarraville Village.

### Actions and Guidelines

- Ensure careful design to ensure squeeze points for cyclists are not created in future works;
- Remove install and retrofit bicycle friendly stormwater grates.
- Ensure pavements are regularly maintained;
- Install and retrofit bicycle friendly stormwater drainage grates;
- Encourage low speed environment on surrounding road network to enhance safety for cyclists.



Bus leaving from the historic bus station - service frequency and coverage could be improved



Yarraville Station provides train services at consistent levels with other inner Melbourne services



Cycling through the village - narrow roads result in slow traffic speeds which allow cycling in the carriageway

Many people would like to see more frequent train services - however at the moment the level of service in Yarraville is equivalent to similar stations all around Melbourne



# 9.0 Review of Existing Suggestions from the Community and Interested Parties

A number of solutions to Yarraville's traffic and parking issues have been put forward by various members of the community and interested parties. As part of the process of preparing this report these proposals have been carefully reviewed. Some of these can be found in the Traffic and Pedestrian Management Framework which follows, the others are reviewed below.

## Local Area Traffic Management Works

### Suggestion

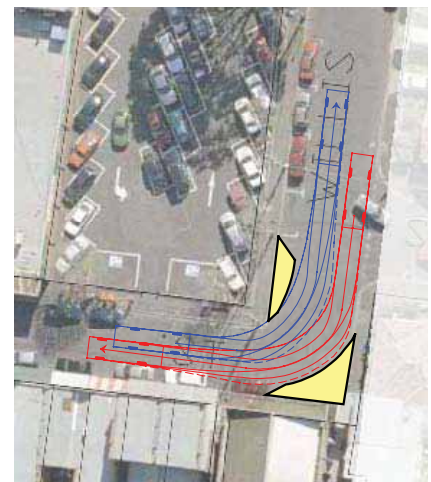
- Local Area Traffic Management works are required throughout Yarraville Village, specifically along Anderson/Ballarat Streets

### Issues

- Anderson Street/Ballarat Street is problematic as this intersection effectively operates as a two-way – one-lane road.
- Motorists stop in the no stopping area at the intersection to allow other vehicles to pass in the opposite direction

### Recommendation

- From a traffic engineering viewpoint, specific Local Area Traffic Management works are not required due to the low speed environment of Yarraville Village as essentially the on-street parking together with the narrow carriageways provides a defacto traffic control device
- However, from an urban design perspective, threshold treatments, kerb extensions and other works are considered desirable
- The diagrams illustrate particular areas that threshold treatments can provide greater opportunities for landscaping and pedestrian movement without significantly impacting on traffic or parking requirements

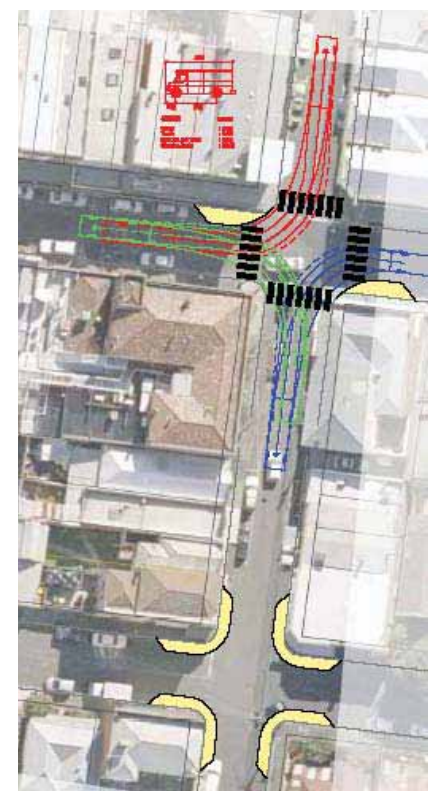


Proposed Kerb Extensions:

Above: Simpson Street and Anderson Street/Willis Street intersection

Below: Ballarat Street and Anderson Street

Please Note: swept path for service vehicles shown in blue, green and red, kerb extensions in yellow.



As part of this report, many suggestions from the community were discussed and reviewed by the study team. Some suggestions have been included in the framework and have been recommended.

Other suggestions have not been supported by the study team. These suggestions, and the reasons why they are not recommended are discussed in detail in this section



## Railway Underpass

### Suggestion:

Reopen Anderson Street railway underpass for the public.

### Issues:

- The underpass formerly contained stairs. Under current legislation, the underpass would not conform with DDA requirements, however the existing at grade facility would provide an alternative route for mobility impaired pedestrians;
- Underpass can encourage anti-social behaviour and potential pedestrian safety issues unless extremely well lit and continually monitored;
- Best practice is that pedestrians remain at grade with road or rail going over or below the pedestrians, however this is impractical at this location;
- Difficulty in encouraging VicTrack to reopen the underpass when delays to pedestrians would not be considered excessive considering the current frequency of train services on this line, and more generally across the rail network;

- The structural integrity of the underpass is unknown, potentially reinstating this facility may not now be practical.

### Recommendation

- Council may continue to pursue the reopening of the underpass, however further investigations into the integrity of the structure, DDA compliance issues and suitable lighting and monitoring systems would need to be resolved.

Would a renewed underpass have to be DDA compliant? Is the underpass still structurally sound? Further study will need to be done.



Location of old underpass

## Anderson Street/Ballarat Street traffic and Pedestrian Safety

### Suggestion

- Introduce traffic signals or zebra crossings to enhance opportunities for pedestrians to cross at Anderson and Ballarat Streets

### Issues

- Introducing these treatments would degrade the overall performance of the road network potentially leading to extensive queues, delays and congestion for motorists;
- The low speed environment of the village and the generally low traffic volumes provides pedestrians with opportunities to safely cross the road;
- No pedestrian accidents have been recorded at this location

### Recommendation

- Traffic signals or zebra crossing are not warranted at this location.

### Proposal

- The traffic function of Anderson Street should be reduced to enhance pedestrian access and mobility.

### Issues

- Downgrading the traffic capacity of a road can only be achieved if there:
  - is an alternative route; or
  - is additional capacity on an alternative route to accommodate the redistribution of traffic; or
  - is a fundamental change in the mode of travel.
- For Anderson Street there is no meaningful alternative route available for motorists as Anderson Street:
  - is the only access road across the precinct and provides the primary vehicular access to the Yarraville Village;
  - provides access into and out of the wider precinct;
  - significant modal shift is unlikely to occur due to limited public transport opportunities.

### Recommendation

Traffic function of Anderson Street

Traffic movement in the village is generally a safe speed, and the area is generally pedestrian dominated. No pedestrian accidents have been recorded in the area



Pedestrians are able to cross safely along Anderson Street



Congested footpaths result in pedestrians stepping into the road, but slow traffic speeds do not cause a significant threat to pedestrian safety

remains essentially unchanged.

## One Way Flow and Angle Parking

### Suggestion

- Introduce a series of one way streets together with angle parking around the Village. One of the principal objectives is to increase the amount of on-street parking by converting parallel parking to angle parking.

### Issues

- The southern end of Anderson Street experiences the majority of road rage and congestion issues due to the narrow carriageway and interaction with the boom gates;
- Congestion and other related traffic issues mainly occur in the PM peak period when a greater number of express trains results in the boom gates being closed for a longer period and additional vehicular traffic are contributing factors;
- Banning parking to create 2-way flow or a 1-way flow arrangement have been flagged as alternatives to reduce congestion and improve capacity;
- A less severe option may be to introduce PM clearway for this section of Anderson Street, as the majority of time it generally operates satisfactorily (in light of existing constraints).
- 1 way flow is considered unworkable:
  - as there is no real opportunity for displaced traffic to be accommodated on the surrounding road network; Anderson Street is the only east-west route through the precinct other than the surrounding arterial road network (300 m north, 500 m south);
  - converting existing local streets

to operate as higher order roads is considered undesirable and inequitable.

- An overpass or underpass to provide a route for traffic in the other direction is considered cost prohibitive.
- As previously discussed, it is impractical and inappropriate for Anderson Street to operate with 1 –way flow;
- Converting Schild Street to 1-way flow would result in a significant redistribution of traffic onto nearby local streets which is considered impractical and inequitable;
- Generally 1-way streets operate in pairs (i.e. 2 adjoining parallel streets operate with 1-way flow in opposite directions). This minimises delays and reduces travel distance and circulation of traffic. The existing street layout around Yarraville retail precinct is not conducive to 1-way flow operations, and there are no benefits to be realised in the local streets which are further away which are parallel to each other (i.e. Murray Street and Goulburn Street, Simpson Street and Tarrengower Street).
- No significant traffic operation or capacity benefits are realised with other streets being converted to 1-way operation (i.e. Willis Street, Murray Street, Canterbury Street) as existing traffic flows are relatively light.;
- The permeable nature of the surrounding street network ensures flexibility for motorists to select the

most appropriate and direct route;

- The current goods yard car park layout maximises parking yield. Significant changes to the layout would result in a significant loss of parking;
- The number of existing driveways on surrounding streets (i.e. Willis Street and Shield Street) limits the opportunities to realise significant increases in the amount of on-street parking associated with angle parking;
- Willis Street is one of the wider streets in the local precinct with a 10.6 m wide roadway. Potentially, 30 or 45 degree parking may be introduced along one side of the street with parking banned on the other side to maintain 2 –way flow. However, as discussed, the net increase in parking would be minimal due to existing driveways and intersections.

### Recommendation

- The existing 2-way flow conditions remain on surrounding streets.
- On-street parallel parking generally remain as little net benefit would be realised by introducing angle parking.
- No significant changes to the parking restrictions or traffic operations for Anderson Street.

**A one way street option isn't considered workable for the village - and wont lead to any significant gain in parking availability.**

## Accessible (Disabled) Parking – On-street

### Suggestion

- Additional disabled parking spaces should be provided on street.

### Issues

- Generally parking for people with disabilities should be in wider angle parking bays to provide wheelchair access.
- Providing this facility for disabled people at kerb side parallel parking spaces can be difficult.
- Australian Standard Parking facilities Part 5: On-street parking AS 2890.5 – 1993 identifies that disabled parking spaces should be 3.2 m (min.) to 3.8 m (desirable) wide.
- Due to the narrow carriageways and footpaths around Yarraville Village it is not feasible or safe to provide parallel on-street disabled parking as users may be forced onto the road when attempting to enter or exit their vehicle and potentially be struck by a passing vehicle.
- The Australian Standard is clear that if sufficient parking bay width is not provided then the space should not be marked as a disabled parking space.
- Line marking and signing sub standard bays, particularly parallel parking bays which are not indented, to provide 3.2 m minimum width may create a potential liability for council.
- However, it is acknowledged that council wants to provide facilities for people with disabilities in its community and allow them to activity participate in their community. However, should a substandard facility be provided, rather than no facility at all? Council officers have noted that in light of the above, potentially some of the quieter local streets may be acceptable for parallel disabled parking spaces where traffic flows are lower and there is likely to be less conflict with passing traffic.

### Recommendation

- Disabled parking should not be provided on-street unless it can comply with Australian Standard requirements.
- Alternatively, Council provides sub-standard facilities on the quieter local streets but is aware that it may create a potential liability issue.



Disabled parking provided in the Goods Yard parking area to the north of the village



Traffic congestion in the Village

## Trader Parking

### Suggestion

- Implement a Trader parking permit system

### Issues

- The majority of traders have requested that a trader permit parking system be introduced. This is understandable as the majority of shops do not have off-street parking;
- Many traders require their vehicles for delivery and picking up of goods (i.e. Simpson Street, Tarrengower Street, Buninyong Street);
- Some traders require their vehicle before and after work to do other tasks such as shopping, picking children up from school etc.;
- Nearby local streets which have traditionally been used for long term parking are no longer available due to short term (2P) restrictions being introduced;
- Councils generally introduce short term parking restrictions in nearby residential streets due to parking infiltration from nearby parking generators such as shopping centres or public transport facilities;
- Introducing a trader parking permit system, which effectively allows traders to park beyond the posted parking time limit, effectively returns the street to its original condition for which parking restrictions were introduced. As such this option is not considered tenable.
- There are several streets within 400 m of the centre (5 minute walk) which could be effectively used for trader parking, as currently no parking restrictions apply.

### Recommendation

- A trader parking permit system is not supported.
- Council should review the implementation of parking restrictions along both sides of a residential street where resident/visitor demand for on-street parking is low to minimise the unnecessary relocation of long term parking into adjoining local streets.

A trader parking permit system is not recommended. However council should review its current residential parking restrictions. Also traders should note that adequate parking is available on streets within 5 minutes walk of the centre of the village



## Permit parking

### Suggestion

- Nearby Residential streets should have resident only permit parking restrictions

### Issues

- Resident permit parking has been used in a number of streets within the City of Maribyrnong although its use is limited. Resident permit parking generally ensures that residents and their visitors can find on-street parking near their property.
- Enforcement is simpler and generally more effective as Local Laws officers do not need to 'mark up' vehicles and then return to the vehicle. If a vehicle does not display a valid permit, an infringement notice may be issued on the spot.
- Generally non-local traffic is more reticent to use these spaces as there is no time limit to provide a margin of safety in not being issued with an infringement notice.
- Due to the restrictive nature of resident permit parking, it should only be used where there is high demand for on-street parking from residents and time based restrictions (1 or 2 hour) are unlikely to provide sufficient turnover of parking spaces to ensure residents can find on-street parking

### Recommendation

- Based on existing parking conditions around Yarraville Village, the use of permit parking is not considered warranted at this stage..



Current parking situation on a residential street



Residential street parking on Anderson Street

Resident only parking is not considered to be necessary in the Village - as residents can find a park near (if not immediately outside) their house.



## 10.0 Master Plan







## Bus Station Area

### Issues

- This area has operated in an ad hoc and inefficient way for a long period. Previous studies have recommended development of this area but its potential has never been realised
- There is a lack of integration between public open space (park) and public transport (bus and rail stations)
- Bus station does not use space efficiently
- Public amenities (notice board, postbox, phone box) are poorly located and isolated
- The park is generally poorly maintained with lighting inadequate and graffiti present
- Private ownership of key buildings

### Aims

- Opportunity for this area to be transformed into a vibrant focal point to the village and as a significant catalyst for development to expand to the west of the railway
- Create a public plaza that unifies the bus station and public open space
- Opportunity to locate public amenities in more convenient location in plaza
- Opportunity to expand mixed use development along Birmingham Street to the UDC Ballroom
- Activate under utilised railway station waiting rooms to retail/cafe use to address Birmingham Street
- Reconfigure bus station to allow for more efficient use of space
- Retail/cafe opportunity in historic bus station



Create vibrant urban plaza, which will operate as a focal point for village activity, and activate the western side of the centre

The design of the plaza should allow it to function as a market or festival site, and provide additional parking for special events in the village

Please Note: Tree locations are an indication of design principles only - all tree planting should proceed according to Councils existing guidelines and consultation process.

## Bus Station Area

### Actions and Guidelines

- Carry out detailed design for redevelopment of park and bus station into public plaza
- Investigate a reconfiguration of bus routes around public plaza
- Investigate viability/ownership of key buildings such as Railway Station buildings, UDC Ballroom to be incorporated into redevelopment
- Enhance tree planting in public plaza
- Refer to concepts (Figure 3) in Yarraville Townscape Study (1990)



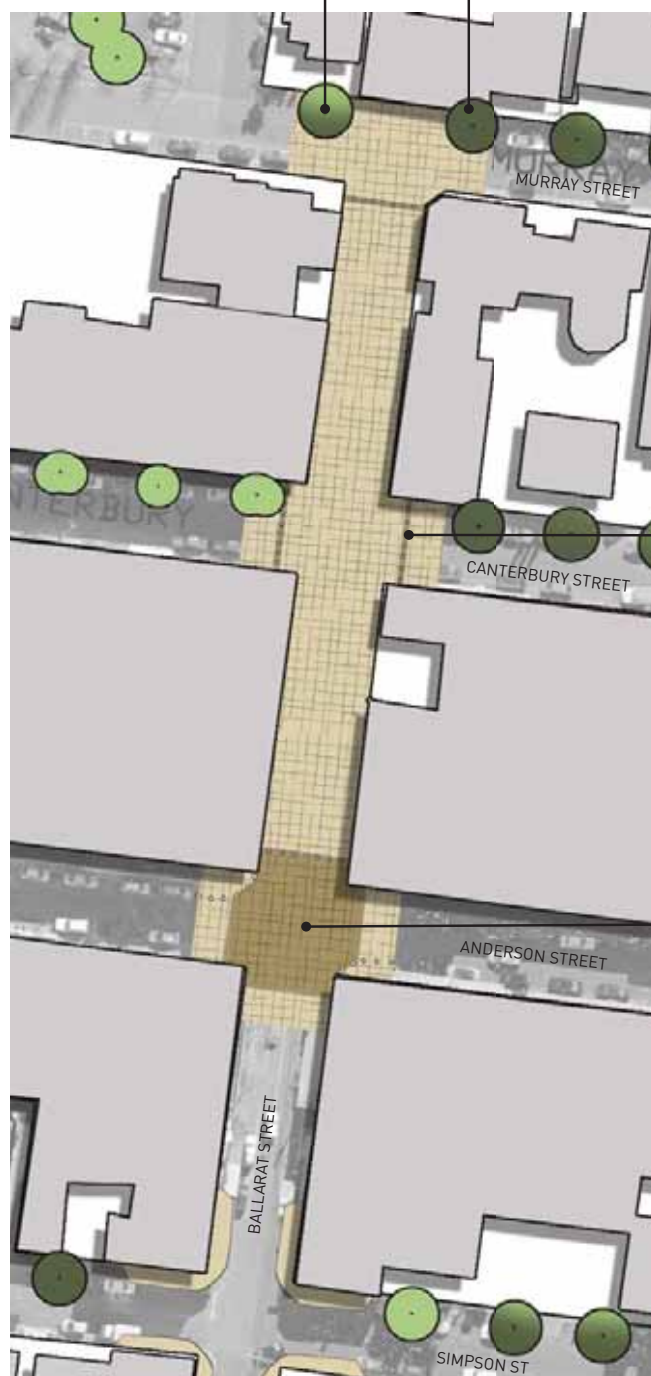
Examples of public plazas





## Ballarat and Anderson Street Intersection

Part of northern entry treatment- trees planted to frame heritage building to terminate view line



Please Note: Tree locations are an indication of design principles only - all tree planting should proceed according to Councils existing guidelines and consultation process.



### Issues

- Additional parking requirements at certain times

### Aims

- To create an a 'entertainment' precinct to focus community events in a pedestrian orientated environment
- Encourage parking in the designated car parks and encourage people to walk to the area

### Actions and Guidelines

- Special paving from Anderson Street to Murray Street to mark the 'entertainment' precinct boundary along Ballarat Street from Anderson Street to Murray Street
- Make provision for temporary bollards that can be installed during community events
- Plant street trees that frame the heritage building vista at the end of Ballarat Street (on Murray Street)

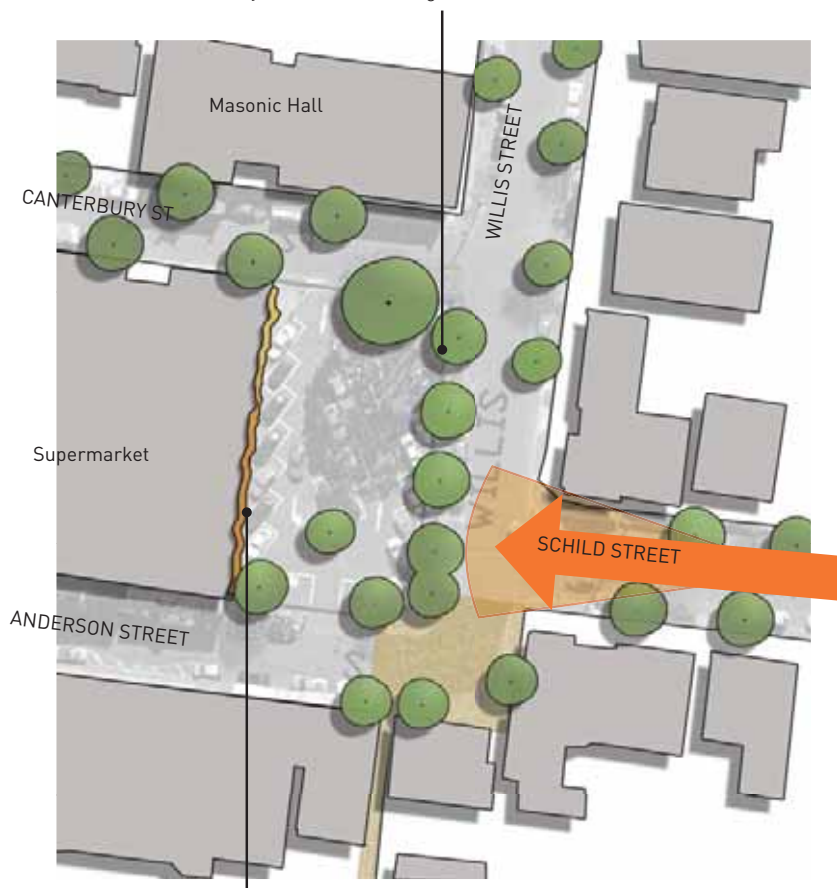


Similar raised pavement treatment in Prahan. Road is raised flush with kerb.



## Eastern Car park

Improve tree planting in Carpark and adjacent street - to improve key view as you enter the village from Schild Street



Freestanding plant climber against blank supermarket wall (similar to the climber on Cut Paw Paw Cafe)



Please Note: Tree locations are an indication of design principles only - all tree planting should proceed according to Councils existing guidelines and consultation process.

### Issues

- The car park and blank wall of the supermarket provide a weak entry point to the village from the east via Schild Street
- The car park is not well maintained
- Unsuitable and poorly maintained planting add to the rundown appearance of the car park

### Aims

- Opportunity to 'green' the car park

### Actions and Guidelines

- Plant additional street trees along Willis Street to form a green facade to the street and a climbing vine to camouflage the blank wall
- Strengthen planting beds within the car park and along Willis Street.



## Lois Lane



### Issues

- Lois Lane inadequately addresses Anderson Street. There is currently no marker to indicate the link to Fels Reserve
- The way that the lane is currently configured creates an entrapment spot- adjacent residential fences are high and limit clear sight lines
- Visibility of the lane is poor

### Aim

- Create a safe and clear link from the village to open space

### Actions and Guidelines

- Special paving from Anderson Street through the laneway to Simpson Street to mark the linkage
- Remove front of neighbouring residential fencing and replace with lower and more permeable fencing
- Existing low level uplighting needs to be considered and re-installed during paving works

Please Note: Tree locations are an indication of design principles only - all tree planting should proceed according to Councils existing guidelines and consultation process.

Lighting at low level allows for visibility without impacting on residential areas

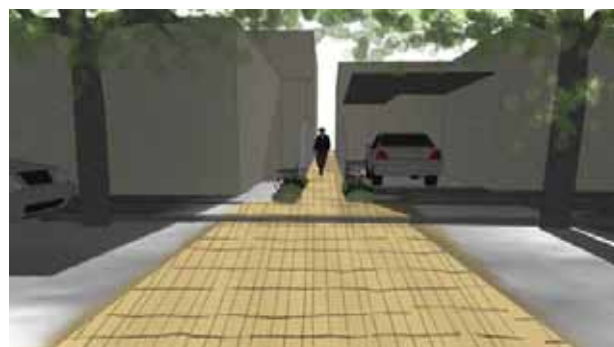
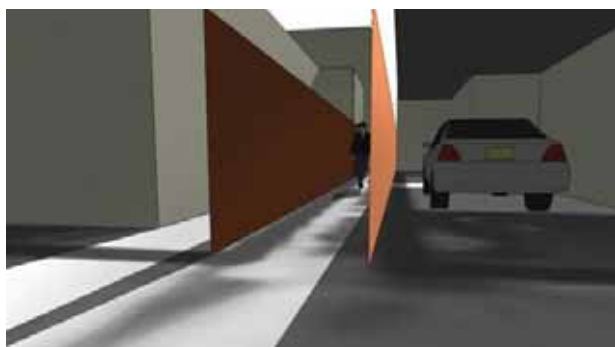
Special paving through the lane to signal linkage as demonstrated in example below

Lowering of adjacent neighbours fences to open view line and reduce entrapment spots





## Lois Lane (cont.)



Currently high residential fences adjacent to the laneway reduce visibility and create an entrapment spot.

It is proposed that the high residential fences be replaced with lower level fencing to ensure adequate sight lines as well as low level planting and lighting.





## Goods Yards

Re-emphasise the pedestrian/cycling linkage that runs adjacent to the railway to the north



### Issues

- Weak pedestrian/cycle connection through the area to the north
- There has been some unsuitable planting in the area- a stand of poplars can become hazardous in high winds
- Poorly maintained seating and landscape in the area

### Aims

- To improve the function of the area without allocating too much money on a privately owned piece of land
- To provide temporary additional parking for overflow or to respond to traders request on existing bluestone apron (shown in red; adjacent to basketball court)
- To improve the landscape of the area- seating and tree planting
- Reinforce pedestrian/cycle connection through the area

### Actions and Guidelines

- Delegate bluestone paving area to the north of established parking area for temporary parking
- Consider removal of poplar trees and replacement with more suitable tree planting
- Reinforce pedestrian/cycle connection with directional signage to inform of the link to areas to the north
- Resolve lease arrangement with VicTrack to ensure more effective tenure
- When possible, upgrade existing facilities and landscape elements. Install night lighting into sports area

Please Note: Tree locations are an indication of design principles only - all tree planting should proceed according to Councils existing guidelines and consultation process. Also, only temporary parking has been included in costings as the future of this area is uncertain.





## Railway Park



Please Note: This concept has not been included in the costings as key actions as the future of the land is currently uncertain. Also, tree locations are an indication of design principles only - all tree planting should proceed according to Councils existing guidelines and consultation process.

### Issues

- The land on which the Railway Park is located is owned by VicTrack. This potentially impacts on the future of the park and how much money Council is willing to spend on upgrading it
- There has been some unsuitable planting, particularly shrubbery that inhibits sight lines
- The park is generally poorly maintained with lighting inadequate and graffiti present

### Aims

- Improve safety in the park by improving lighting and selecting suitable planting
- Opportunity for cafes or commercial activities to back into the park to further enhance the generally well utilised park and increase surveillance
- Strengthen the pedestrian and cycling connection from Anderson Street through the park northwards
- Opportunity to link park with railway station signal building

### Actions and Guidelines

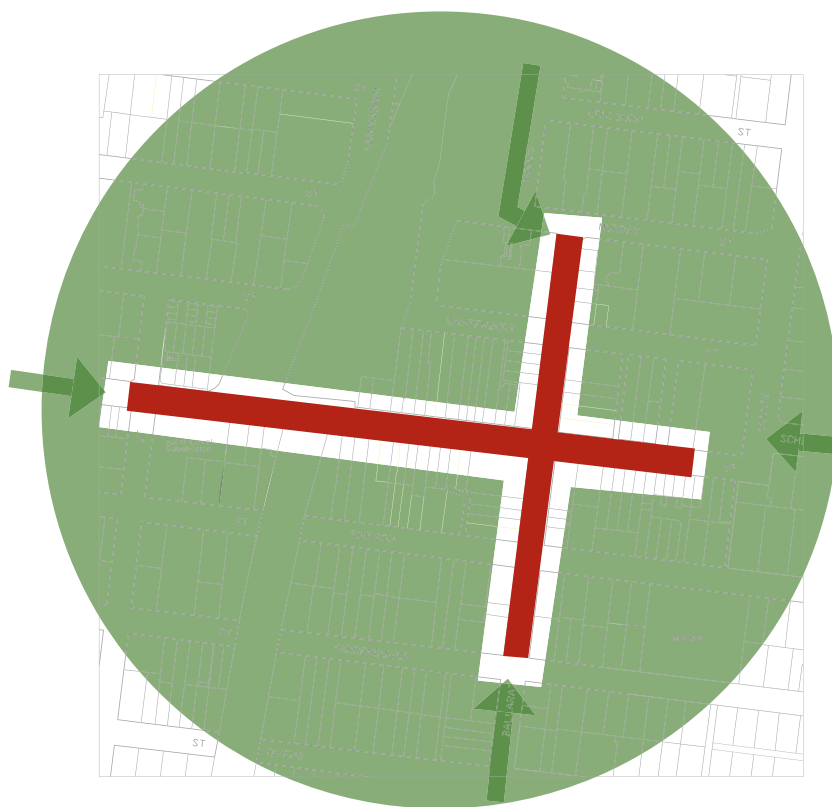
- Investigate land ownership issues with VicTrack- possible extended leases to provide some assurance to develop park
- Remove shrubbery in the park for clearer sight lines
- Investigate commercial/cafe uses that address the park in areas indicated in the plan
- Ensure that pedestrian/cycling link is enhanced and maintained including adequate lighting
- Refer to Railway Park concepts (Figure 5) in Yarraville Townscape Study (1990)



## Street Trees

### Issues

- The principal commercial areas of Anderson and Ballarat Streets are well provided with historical building facades, which create a good sense of enclosure on the street. Street tree planting would conceal these facades and add clutter to the already crowded footpaths.
- Yarraville village in general is poorly provided with street trees and some trees which are in place are in poor condition, or are unsuitable species.
- Narrow footpaths and roadways make it difficult to introduce street trees without impacting on either DDA compliance or the number of car spaces available. The considerable long term benefits of established street trees, to both the amenity provided to visitors and locals, and the improvement of the overall neighbourhood appearance should be carefully considered against the impact of loss of car spaces.



Avoid street tree planting on Anderson Street. Maximise planting is surrounding streets. Plant strong avenues along main access streets to the village

### Aims

- Improve both visual and physical amenity by introducing greenery to view lines and providing shade in summer.
- Opportunity to further define overall neighbourhood character, and local streets.
- Strengthen ecological networks in the area by increasing permeable surfaces and air quality. Habitat value for birds and other insects and animals can also be greatly improved if suitable plant species are selected.
- Maximise planting on residential side streets, and strengthen or plant strong avenues in main access streets
- Continue to follow Council's street tree planting programme including consultation with residents
- The location of street tree planting and the style of grates and guards should be carefully designed in order to be DDA compliant and to minimise impact on parking spaces.
- Canterbury Street tree guard style fits with the character - maintain use
- Bollard style tree guards (like those found on Schild Street)- should be replaced
- Avoid kerb treatment around street trees to allow drainage, and maximise permeable surfaces according to WSUD principles
- Off-set avenue planting where possible

### Actions and Guidelines

- Avoid tree planting on Anderson and Ballarat where it will clutter streetscape and conceal historical façade



Existing timber tree guard design reflects the character of the village. Maintain existing guards and continue use, especially along main entry routes: Schilds, south Ballarat, west Anderson and along the Goods Yard to Murray.

# 11.0 Implementation

## Priorities and schedule of implementation

As the vision for Yarraville has evolved through the urban design framework process; priorities have been identified for short, medium and long term implementation. These have been formalised into a Master plan section with concept design development and feasibility focussed on priority sections of the overall project and targeting appropriate budgeting and realistic ideas to help the Yarraville community to achieve the vision of their future.

### Prioritising the Project

To assist with budgeting and implementation programming, concept action plans have been sorted into deliverable time frames with probable costs. This has been done as most works cannot be achieved immediately and Council needs to allow for works to occur as the capital works budget allows.

Please note that as the future of the Goods Yard and adjacent VicTrack land is uncertain, works have not been budgeted for, except for safety and maintenance issues.

### Short Term (Years 1-2)

- Directional and parking signage
- Additional car parking in Goods Yards
- Kerb extensions at key intersections
- Overall review and replacement of street furniture with standard suite
- Landscaping of Eastern Car park
- Maintenance of Railway Station Park

### Medium Term (Years 3-5)

- Continue with Council's street tree planting programme (not budgeted)
- Gateway treatment at corner of Willis and Anderson Streets
- Review and install pram crossings where required
- Interpretive signage
- Phase 1 Bus Station
- Raised pavement treatment on cnr of Anderson and Ballarat Street
- Threshold treatment on Canterbury and Ballarat intersection
- Gateway treatments on Murray and Anderson, Tarrengower and Ballarat and western Anderson Street

### Long Term (Years 6-10)

- Upgrade pedestrian link to park via Lois Lane
- Raised Pavement treatment (no kerb) along Ballarat St from Anderson to Murray Sts
- Phase 2 Bus Station Works including Civic Square

## Preliminary Opinion of Probable Costs

Short Term (Years 1-2)		
Item	Description of Works	Probable Cost
Directional Signage	Co-ordinated suite of signage directing vehicles and pedestrians to village from surrounding main roads	\$10 000
Goods Yard Car Park	Convert existing bluestone apron (near basketball courts) to parking area. Signage, bollards and line marking as required (minimum requirement only covered in costing)	\$10,000
Kerb extensions	As shown in staging plan. Corner of Ballarat and Anderson, Ballarat and Simpson. Kerb extension, feature paving, bollards and drainage works as required.	\$40, 000
Review and upgrade of street furniture	Review and replace bicycle racks, bins and seating where required with standard suite. Move facilities, including post boxes and services, to areas of kerb extension where appropriate.	\$30 000
Eastern Car Park Planting	Upgrade existing planting beds, plant additional street trees and establish free-standing trellis along eastern wall of supermarket	\$17 000
Review and replace parking signs	Review and replace parking signs as outlined in Framework Plan	\$5 000
Railway Station Park	Remove shrubbery in selected garden beds and replace with lawn. Maintain and repair of existing paving and landscape elements.	\$8 000

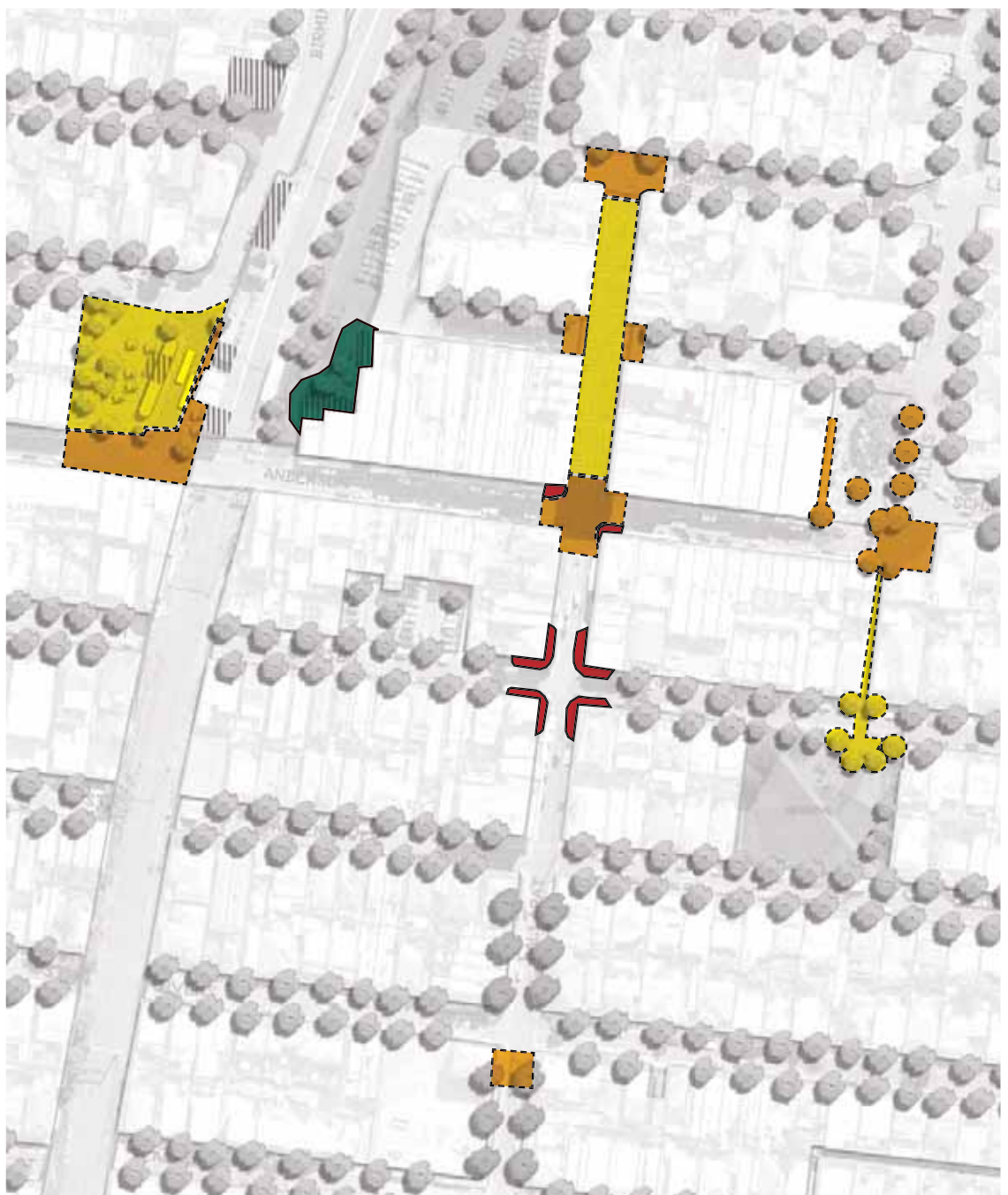
Medium Term (Years 3-5)		
Item	Description of Works	Probable Cost
Street Tree Planting	Upgrade and establish street trees in streets surrounding main commercial area, and sections of Ballarat and Anderson leading into the village	Refer to MCC street tree programme
Willis and Anderson Street Kerb and Gateway treatment	Kerb removal, footpath extension, raised feature paving, tree planting and bollards	\$40 000
Pram crossings	Review and install pram crossing where required (twelve items costed)	\$24 000
Interpretative signage	Install signage showing layout, connects and facilities within village	\$15 000





Medium Term (Years 3-5)		
Item	Description of Works	Probable Cost
Phase 1 Bus Station Works	Reconfiguration of bus access (minor streetscape works)  Pavement works in front and provision of seating in front of Railway Buildings  <i>Facilitate private commercial conversion of Railway Buildings and Bus Station (not costed)</i>	\$40 000
Raised pavement treatment on cnr of Anderson and Ballarat Street	Install raised pavement area including removable bollards and drainage works as required	\$20 000
Threshold treatment on Canterbury and Ballarat intersection	Install raised pavement area including removable bollards and drainage works as required	\$15 000
Gateway treatments on Murray and Ballarat, Tarrengower and Ballarat and western Anderson St	Install feature paving and landscaping treatment as specified in Master Plan	\$100 000

Long Term (Years 6-10)		
Item	Description of Works	Probable Cost
Upgrade pedestrian link to park via Lois Lane	Install feature paving, cost of replacing up lights is included).	\$140 000
	Fencing replaced and landscape treatments on boundary of private lots and laneway.	\$12 000
	Planting and seating provided in paved area within Fels Park.	\$6 000
Raised Pavement treatment (no kerb) along Ballarat St from Anderson to Murray Sts	Install raised pavement area including removable bollards	\$300 000
Second Phase Bus Station Works	Feature paving and bollards to incorporate bus station and park to create civic square Additional landscaping treatment	\$500 000



## Staging Plan



-  Short term (1-2 years)
-  Medium Term (3-5 years)
-  Long Term (6-10 years)
-  Not covered in costings

## Potential Sources of Investment and Funding

### Council Capital Works Budget

Normally funded from Council's rate base.

### Creating Better Places - Urban Improvement and Heritage Grants

The Victorian Government allocated \$12.5 million over four years to Creating Better Places in the 2005-06 Victorian State Budget and Heritage Victoria administers the programme.

Creating Better Places is a grants program that supports Melbourne 2030 initiatives by funding both urban improvement projects and heritage conservation projects in:

- Metropolitan Melbourne; and
- Networked regional cities and towns identified in Melbourne 2030.

The Government allocated an additional \$1 million for the 2005-06 financial year, for 'Heritage Grants - Public Land' to provide further grants for the conservation of heritage places located on public land throughout Victoria.

The grants will provide opportunities for the State Government to work in partnership with councils and communities to create more vital, attractive, sustainable and safe activity centres, and to protect heritage assets across Victoria for future generations.

### Powerline relocation scheme

Funding is made available through the Powerline Relocation Scheme administered by the Powerline Relocation Committee.

The Government funds up to 50 per cent of the cost of placing powerlines underground, or otherwise relocating them, where a community benefit will result.

### Parks Victoria Grants Programme

Community Group Grants allow Parks Victoria to develop and support projects that are important to the community and that benefit Victoria's parks.

This year's Community Group Grants program will:

- Help local groups to deliver projects which protect and enhance the natural, cultural and heritage values of parks and reserves;
  - Provide diverse recreational, educational, cultural and tourism opportunities of importance to local communities;
  - Facilitate the involvement of the wider multicultural community in environmental and recreational projects; and
- Assist Parks Victoria to gain a better understanding of the recreational needs and environmental perspective of Victorians.

### Local Festivals Fund

The Local Festivals Fund, administered through Arts Victoria, provides one-off support to help fund local festivals that are well managed, have a high level of local involvement and have the support of appropriate agencies, i.e. Local Government, tourism agencies and operators/corporate sponsors.

### Streetlife Programme

StreetLife is a Victorian Government initiative that links communities and neighbourhood business groups to assist small business growth. The program funds projects that include a working partnership between local councils, business or trader associations and small businesses. Specifically, the program aims to assist projects that promote small business growth, which includes developing new business skills and increasing employment levels.



# Appendix

## Traffic Movement

### Road Hierarchy

It is important to maintain a road hierarchy which allows for the appropriate management and control of an individual road within the road network around the Yarraville Village.

VicRoads and Council maintain and operate a system and classification for roads, essentially to effectively manage the principal functions of each road classification. Anderson Street is classified as a collector road and its primary function is to distribute traffic to and from the surrounding arterial road network whilst still providing legitimate local access to Yarraville Village.

Ballarat Street is classified as a local road and its primary function is to provide local and immediate access in and around the Village. All other roads in the precinct are also classified as local roads with a similar function.

It should be noted that safe and efficient movement of traffic is a key role of the collector road network. Whilst there are limited opportunities to enhance its capacity to improve traffic flow, this must be balanced against the other legitimate demands placed on the road such as the providing on-street parking, pedestrian safety and amenity.

Similarly, there are opportunities to downgrade its operation by introducing one way flow. However, if downgrading of Anderson Street was to occur, there must be some opportunity for the displaced traffic to be accommodated on the surrounding road network, which is unlikely to occur as Anderson Street is the only east-west route through the precinct other than the surrounding arterial road network (300 m north, 500 m south) and converting existing local streets to operate as higher order roads is considered undesirable and inequitable.

### Existing Traffic Flows

All of the local streets in Yarraville Village are estimated to carry relatively little traffic, with daily traffic flows suggesting that the majority of traffic is associated with local or nearby developments. In part, this can be attributed to the fine grade nature of the surrounding road network and that the precinct is not part of a larger developed area. For example, south and east of the precinct is the Maribyrnong River and Stony Creek which form natural barriers.

Recent traffic surveys have not been carried out in the precinct, however daily traffic flow estimates provided by Council generally appear to be representative of current operating conditions and are shown in the following table.

It should be noted that collector roads (i.e. Anderson Street) can be expected to carry approximately 3,000 to 6,000 vehicles per day, whilst local streets generally carry 1,000 – 2,000 vehicles per day.

Traffic volumes can vary due to abutting land use and road layout. For example, Anderson Street which provides the principal east-west route through the precinct would be expected to carry higher traffic flows as there are no nearby roads which provide alternative access and the Yarraville Village would naturally generate higher traffic flows than say a traditional residential environment.

### Traffic Crashes

A review of the VicRoads accident database which records casualty accidents for the Yarraville Village precinct from 2000 – 2004 identified that 1 vehicular crash has occurred at Anderson Street/Ballarat Street intersection where a northbound motorist in Ballarat Street collided with an eastbound motorcyclist in Anderson Street (Saturday December 2000 9am)

It is anticipated that the low level of recorded crashes is attributed to the low speed/volume environment that occurs around Yarraville Village.

Road	Daily traffic flow (vehicles per day)
Anderson Street (commercial section only)	4,000
Ballarat Street (commercial section only)	3,000
Schild Street	2,000
Wood Street	1,000
Canterbury Street, east of railway line	1,500
Murray Street, east of railway line	1,000
Simpson Street, east of railway line	1,000
Tarngower Street, east of railway line	800

## Pedestrian Facilities

### Footpath Capacity

The existing footpath widths around the Yarraville precinct are narrow but can generally accommodate existing pedestrian flows. However localised congestion and crowding may occur around the numerous squeeze points which exist throughout the Village.

Pedestrian capacity is principally related to footpath width and geometry. A secondary issue will be the level of service provided to pedestrians based on the capacity of the footpath environment to accommodate and allow pedestrians to freely walk. AustRoads Guide to Traffic Engineering Practice – Pedestrians suggests 6 service levels based on service volumes and qualitative evaluation of user convenience.

Service levels range from Level A such as a footpath on a quiet residential street, where pedestrians can move freely to Level F where it is essentially a slow moving queue of people, which is sometimes experienced at a major train station exit or sporting venue. Levels D and E would generally be experienced in and around the major pedestrian routes including the Sun Theatre/entertainment area. For design and analysis purposes, a level of service B or C which provides a higher level of service, where there are minor restrictions on pedestrian movements is considered appropriate for the Yarraville Village footpath network and typical capacities for various widths of footpaths are shown in the adjacent table.

### Minimum footpath widths

The desirable footpath width standards that would be appropriate for the potential pedestrian loadings and serviceability requirements that are likely to be experienced in Yarraville Village are:

- 1.5 m wide footpaths for local and collector road streets;
- 1.8 - 2.0 m wide footpaths for major pedestrian routes (i.e. Anderson Street and Ballarat Street);
- 2.5 – 3.0 m wide footpaths at significant pedestrian generators (i.e. outside Sun Theatre and where alfresco dining is proposed).

The desirable minimum footpath width of 1.5 m allows a wheelchair and a person pushing a pram to comfortably pass one another (refer to which shows footpath widths for various users from AustRoads Guide to Traffic Engineering Practice – Pedestrians).

Footpaths widths from 1 to 1.2 m essentially provide access to abutting properties and connectivity to the broader footpath network. These widths are considered too narrow to allow pedestrians to pass one another and would not be considered suitable for use in the Yarraville Village environs, particularly where increased pedestrian trips are desirable. However, it must be acknowledged that it is impractical to widen footpaths, except in small and discrete locations due to existing constraints.

The widths of the existing footpaths in the Yarraville Village precinct are generally considered too narrow from an amenity perspective, principally due to existing street furniture and traders placing table and chairs and other goods on the footpaths.

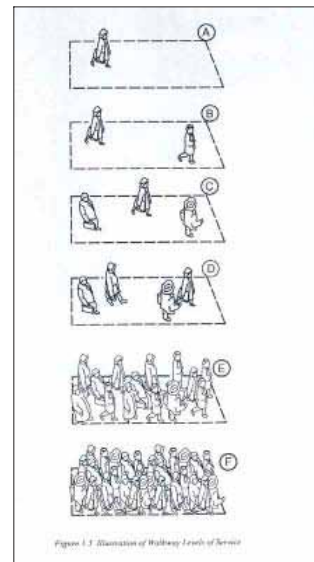
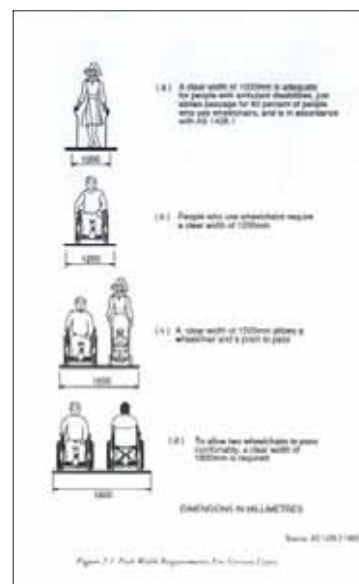


Figure 1.3 Illustration of Walkway Levels of Service

**Illustration of the various Pedestrian Service Levels**  
AustRoads Guide to Traffic Engineering Practice – Pedestrians

Level of Service	Footpath flow rate (approx. No. of pedestrians/h)		
	1.5 m footpath	2 m footpath	2.5 m footpath
A	1,400	2,750	3,450
B	2,000 – 3,000	2,800 – 4,000	3,450 – 4,950
C	3,000 – 4,450	3,950 – 5,950	4,950 – 7,350

**Pedestrian capacity for various footpath widths**



**Footpath widths for various users**

AustRoads Guide to Traffic Engineering Practice – Pedestrians



### **Pedestrian accidents**

A review of the VicRoads accident database which records casualty accidents for the Yarraville Village precinct over the last 5 years identified that 2 pedestrian accidents have occurred:

- Sunday February 2004 3:15 pm, an eastbound motorist on Anderson Street collides with a 14 yo male crossing the road at Birmingham Street who received minor injuries;
- Monday December 2000 3:25pm, a westbound motorist on Anderson Street collides with a pedestrian at the boom gates.

## Basic Principles to Enhance and Encourage Walking

### Enhancing the pedestrian environment

This involves providing a safe, legible and aesthetically pleasing urban environment. A quality urban environment facilitates walking by encouraging pedestrians into the public realm, to use the street and spaces between buildings.

A safe urban environment both looks and feels safe if it is well lit and well used, with plenty of passing vehicular and pedestrian traffic. Buildings lining the street have active street frontages, providing passive surveillance by the inhabitants. These buildings also fulfil a variety of uses, thereby spreading pedestrian activity across the day and week. The footpath itself is regular and even and adequately separates pedestrians from vehicular traffic. Regular crossing points are also provided in order to minimise informal crossing activity at inappropriate locations.

A legible urban environment is easily comprehended. A clear route is defined by visual cues such as feature paving or signage, as appropriate. Key nodes and destinations are linked by high quality routes. Connectivity and clarity aid orientation for efficient pedestrian connections.

An aesthetically pleasing urban environment adds a further dimension to the pedestrian experience. It has attractive paving materials and features, is landscaped to beautify and soften the urban form, provides shelter and introduces a human scale. Importantly a socially sustainable urban neighbourhood is one that enables its residents to live, recreate and shop within it. Yarraville Village provides many of the fundamental ingredients that create a socially cohesive and vital urban environment.

### Techniques to enhance pedestrian safety

Measures that can be utilised to enhance pedestrian safety in crossing roads and to control pedestrian/vehicle interaction include:

- physical pedestrian aids to reduce the conflict or degree of hazard between vehicles and pedestrians such as:
- narrowing the road to reduce the length of time and distance a pedestrian would be exposed (e.g. pedestrian refuges, kerb extensions or medians). As both Anderson Street and Ballarat Street are already narrow, existing site conditions are generally achieving this objective;
- speed control devices to provide motorists and pedestrians with more time to respond to potentially dangerous situations, or from a worst case scenario, reduce the potential impact speed (i.e. threshold treatments at local road intersections). Again, the narrow and congested environment encourages motorists to travel slowly which is already being achieved on site.
- time separated facilities such as traffic lights or zebra crossings where periods of time are dedicated to either pedestrians or vehicles to remove conflict between each group.
- grade separated facilities, eliminate the conflict between vehicles and pedestrians.

Monash University Accident Research Centre, as part of a pedestrian safety review in Victoria to improve pedestrian safety for the arterial road network suggests the following:

- reduce vehicle speeds by developing variable speed limit signing or by modifying the design of the road and the roadside;
- reduce road widths, provide medians throughout hazardous sections of arterial roads;
- provide distinctive skid resistant pavements to improve the braking
- capabilities of vehicles on both wet and dry surfaces, and to beneficially influence driver behaviour;
- improve the level-of-service provided to pedestrians at traffic signals by reducing signal cycle times, permitting late introduction (and re-introduction) of pedestrian walk phases, extending walk times and, at specific high risk intersections, installing flashing pedestrian warning displays to supplement existing displays;
- install pedestrian fencing or other barrier types on the approaches to and departures from signalised and other pedestrian facilities, to encourage pedestrians to cross at these devices, rather than in the nearby zones of high risk;
- Use the interior and exterior of bus shelters to target messages encouraging safe behaviour by both pedestrians and drivers;
- target Police enforcement at unsafe behaviours by pedestrians and drivers at high risk locations and at high risk times of the day and week.

- It is recommended that:
- benefits would accrue from implementing corrective measures;
- if the proposed measures are applied to like-problems elsewhere across the road network, crash savings will be cumulative and widespread;
- planning, design and traffic operational features which are intrinsically safer will not only save crashes, but will avoid the need for costly remedial treatments for problems which were predictable.

#### **Council footpath and road upgrade works**

The majority of issues associated with footpath conditions are gradually being tackled by Council as part of its capital works program. Recently, the footpath on north side of Anderson Street between the railway line and Ballarat Street was resurfaced. Proposed timing and locations for other footpath resurfacing works in the Village is shown in the following table.

Date	Location
FY 07	Anderson Street north side – Ballarat Street to Willis Street Ballarat Street east side – Anderson Street to Murray Street Birmingham Street east side near railway station Wood Street east side
FY 08	Ballarat Street west side – Anderson Street to Murray Street Ballarat Street east side – Anderson Street to Tarrengower Street
FY 09	Anderson Street south side – Buninyong Street to Ballarat Street Anderson Street north side – railway line to Buninyong Street Ballarat Street west side – Anderson Street to Simpson Street Simpson Street both sides – railway line to Ballarat Street – road resheet Buninyong Street both sides – Canterbury Street to Anderson Street – road resheet Wood Street – Murray Street Avoca Street – road resheet

#### **Council road and footpath refurbishment program**

## Public Transport Services

### Bus Operations

The bus services which operate from Yarraville service the following routes:

- Yarraville to West Footscray via Footscray CAD (route 409);
- Yarraville to Altona North (route 429);
- Yarraville to Geelong Road (route 430).

These services are considered to provide appropriate coverage for Yarraville Village as they provide connection to a major transport infrastructure hub (Footscray) and provide good coverage of the surrounding residential areas. However the frequency and times of operation are lacking with services finishing around 6:30pm on weekdays, midday on Saturday and no Sunday services.

Discussions with the bus operators confirm that they would like to increase service frequency and times of operation, however this is dependent on state government funding. Sita Bus Lines noted that to increase customers on route 429 it would be desirable for the route to finish at Altona Gate Shopping Centre, as opposed to Altona North, where there are higher pedestrian numbers as well as doubling the number of buses to increase the frequency of the service. Again this is dependent on state government funding.

Interestingly, both bus operators noted that the operation of the bus interchange at Yarraville Station was satisfactory and specific road safety or customer amenity issues had not been raised by drivers or patrons.



Existing Bus Routes

Service	Days	Hours of operation	Frequency
409	Mon-Fri	6:25am – 6:40pm	25 minutes
	Sat	8:25am – 12:35pm	25 minutes
429	Mon-Fri	6:50am – 6:20pm	25 minutes
	Sat	7:20am – 12:20pm	1 hour
430	Mon-Fri	7:10am – 6:10pm	25 minutes
	Sat	6:50 am – 11:50am	1 hour

**Train Services**

Yarraville Railway Station is located in zone 1 and is on the Williamstown and Werribee lines as well as forming part of the Melbourne-Geelong railway line. Further this line also services industrial developments and as such, a number of goods/ freight services also frequent this route.

Public forums held by council has identified that residents continued to be concerned with:

- frequency of services;
- lack of capacity (in particular the 3 carriage trains are often full forcing commuters to wait for the next service;
- pedestrian subway should be reopened.

The frequency and level of service is considered to be excellent for an inner city suburb and is comparable to service levels on other lines.

It has been mooted that a third line is provided at Yarraville, however the recent State Government Transport Plan has not identified this as a key project. Whilst not identified, discussions confirm that the third line would provide additional capacity to better manage the competing demands between freight and commuter traffic on this railway line.

Council has been liaising for several years with VicTrack to resolve the 'third line' issue and land development opportunities along the railway reservation to no avail. Whilst no medium or long term plan has identified the specific development of the third line option, it is unlikely that VicTrack would compromise its future position by allowing ownership of the land to be lost, or alternatively, the land developed to any extent which again may compromise its long term position.

Yarraville Station is attractive to commuters, however the perennial issue of the lack of car parking for commuters also occurs at this site. Whilst a limited amount of parking is provided in the Goods Yard car park, Council surveys and field observations suggest that commuter parking occurs in nearby residential streets (similar to many other suburban railway stations).

Days	Hours of operation	Frequency
Mon-Fri	5:06am – 12:24am	6 minutes AM peak
		20 minutes shoulder
Sat	5:34am – 12:24am	20 minutes
Sun	8:04am – 12:24am	40 minutes









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