

Hoddle Street Study

**Hoddle Street Study
IMAP Update
May 2011**

Agenda

- Key issues for Hoddle Street corridor
- Stakeholder engagement process
- Share our thinking on integrated solutions

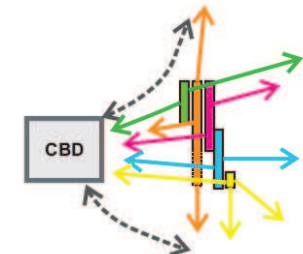
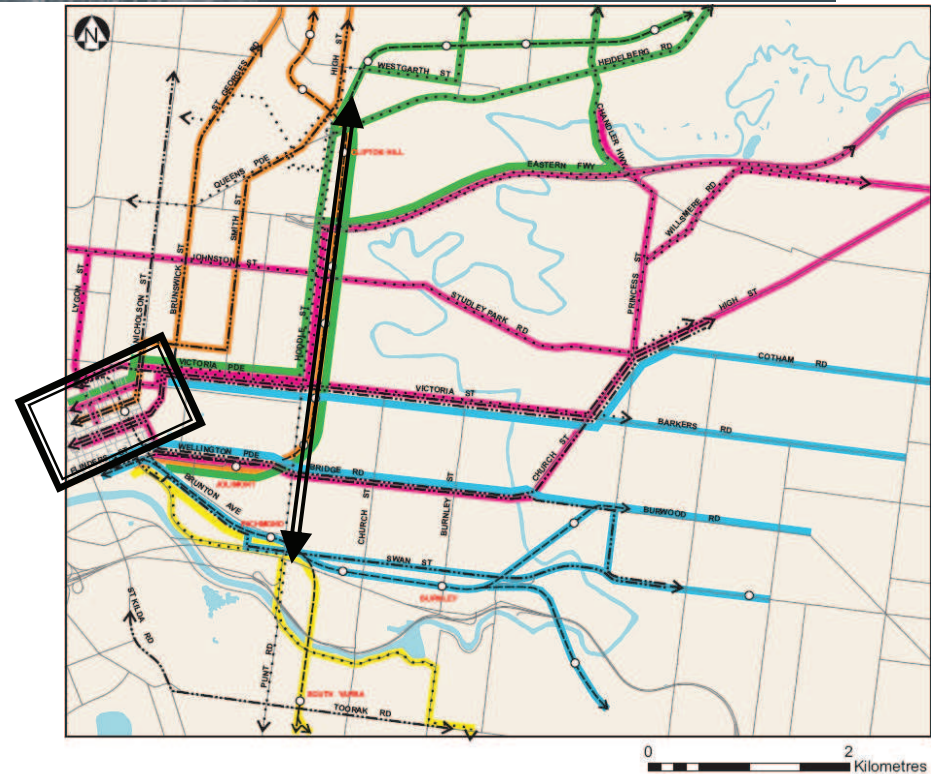
Key Issues - Transport

Strategic (Network Operating Plans)

- Hoddle Street is a Priority Public Transport Route and Preferred Traffic Route
- Four Priority Public Transport Routes cross Hoddle Street

Public Transport

- Support and enhance DART along Hoddle Street
- Enhance performance of 246 Bus Service along Hoddle Street
- Connectivity between modes at key interchanges (Johnston St & Richmond station)
- Support Public Transport Priority Routes for key East West crossing roads



Key Issues - Transport

Active Transport

- Improve current corridor poor quality pedestrian environment
- Improve pedestrian access / crossing facilities at key locations
- Enhance Principal Bicycle Network crossings across Hoddle Street

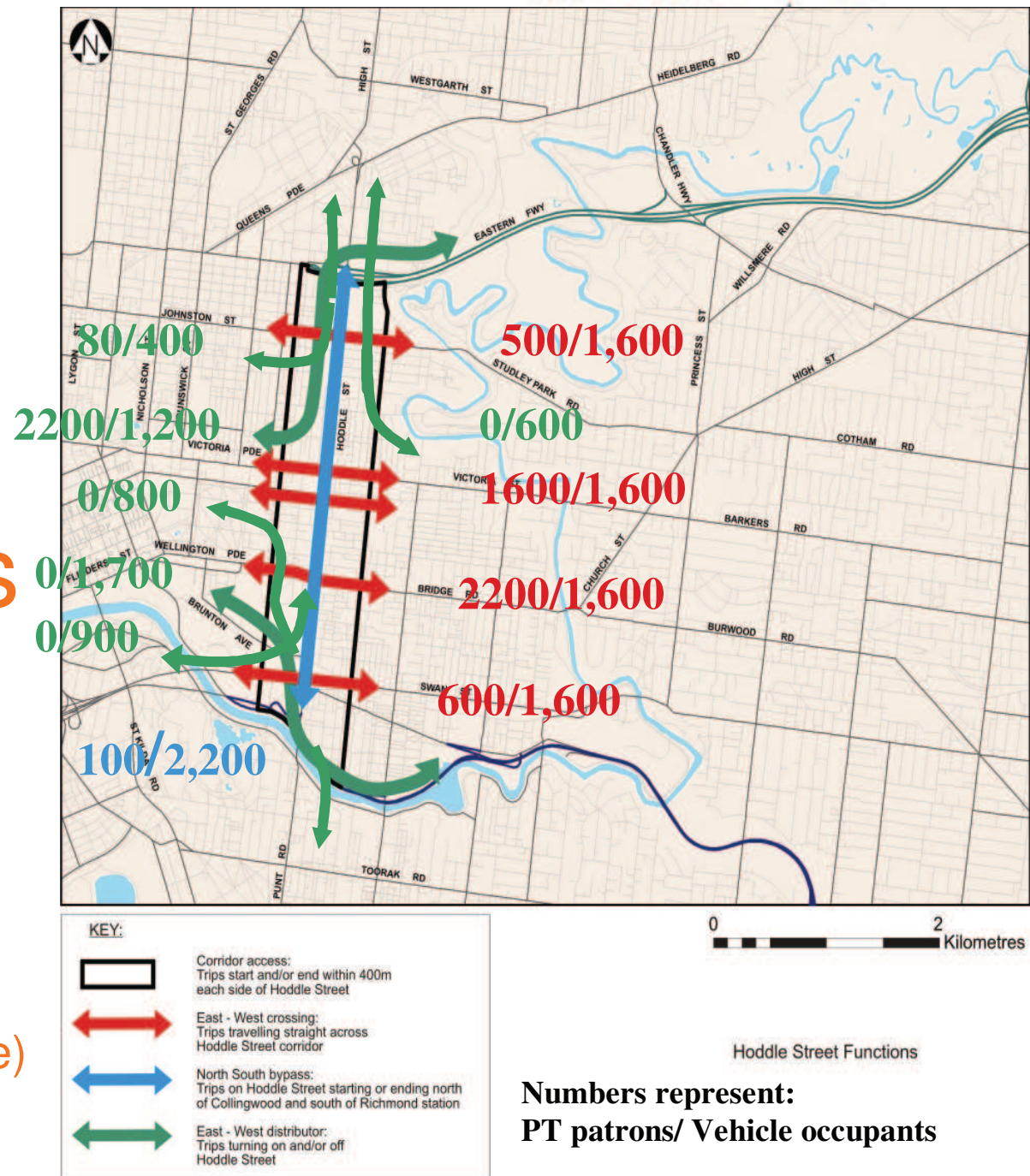
Private Transport

- Facilitate efficient north south movement
- Address Key bottlenecks
 - *Swan / Brunton*
 - *Eastern to Victoria*
 - Up to 90,000 vehicles per day
 - Up to 8 peak hours
 - Average peak speeds
 - half the average network speed
 - 12 – 17 km/h
 - Congestion increasing
- Total volumes relatively consistent 7 days per week



Key Transport Movements

AM Peak Hr person movements (PT/Private Vehicle mode)



Key Issues – Land Use

- Current land use along the corridor is very diverse
- Significant heritage precincts and properties eg. Collingwood Town Hall
- Hoddle Street is seen as a barrier to connecting the communities on either side



Key Issues - Environment

- No significant native flora and fauna species or communities along study corridor
- Area has local conservation significance, but flora and fauna not considered rare nor threatened on a national, state or regional level
- Yarra Park and Eastern Freeway supports some large native trees



Key Issues - Safety

- 214 crashes over 5 year period (2005-2009)
- Accidents spread right along road with concentration at intersections

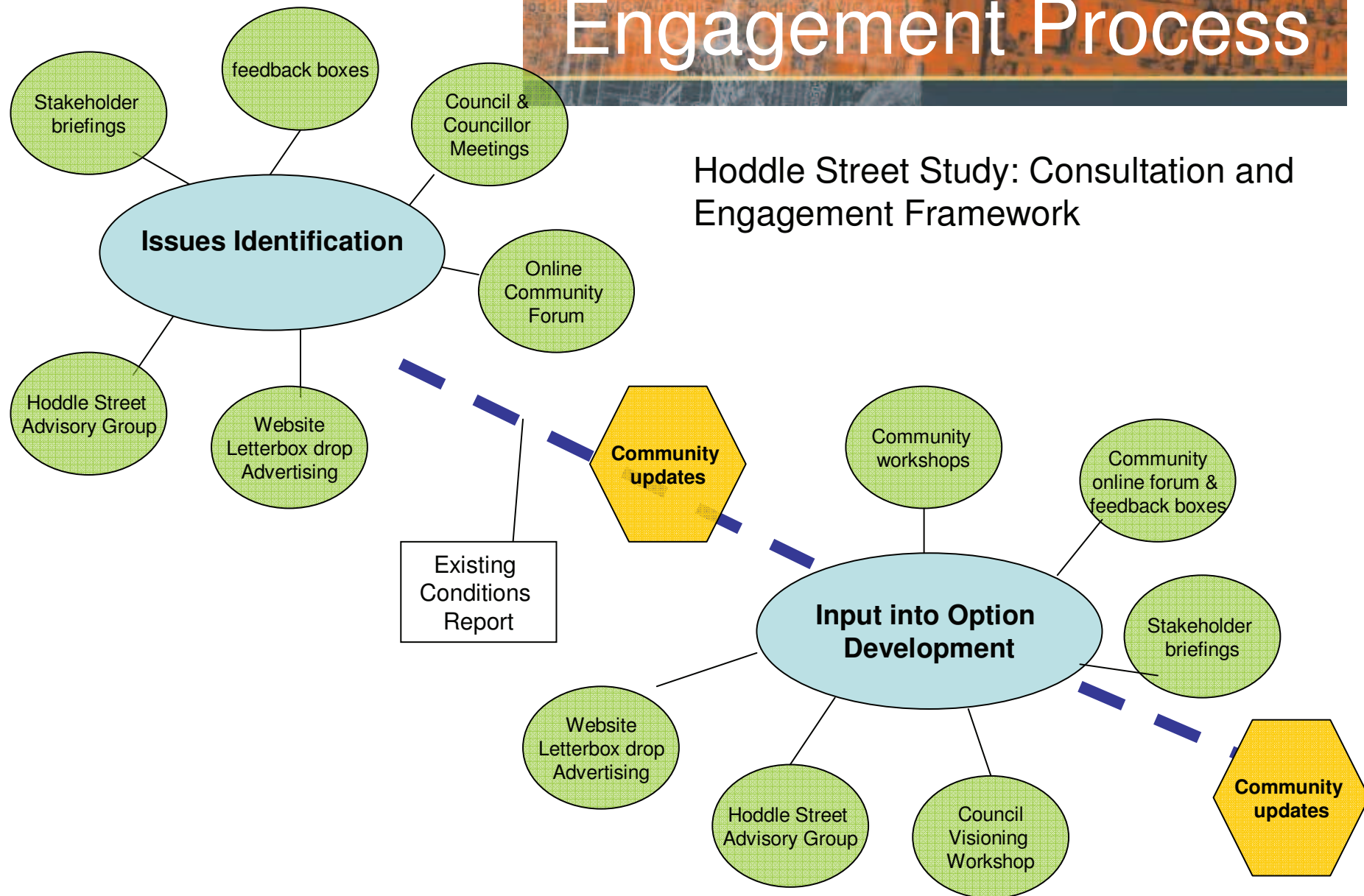
Crash types

- rear-end crashes (41%)
- side swipe 15%
- Pedestrian crashes (12%)
- Bicycle crashes (11%)



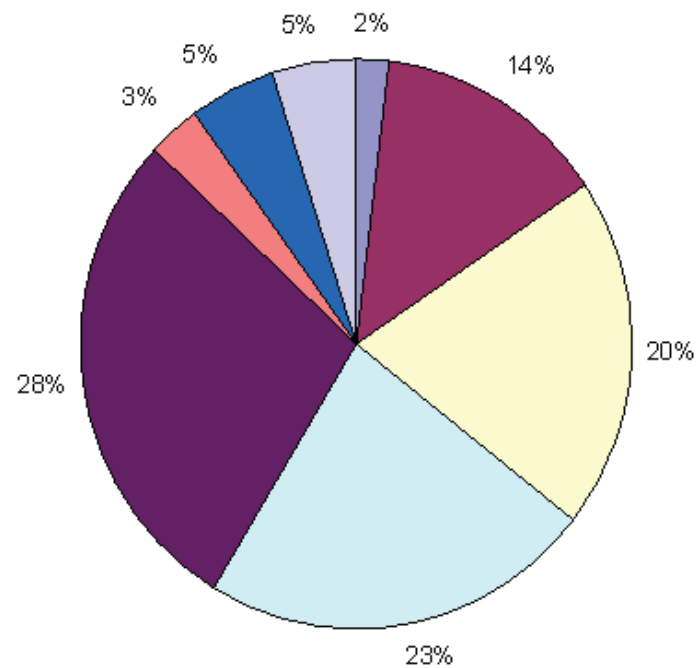
Engagement Process

Hoddle Street Study: Consultation and Engagement Framework



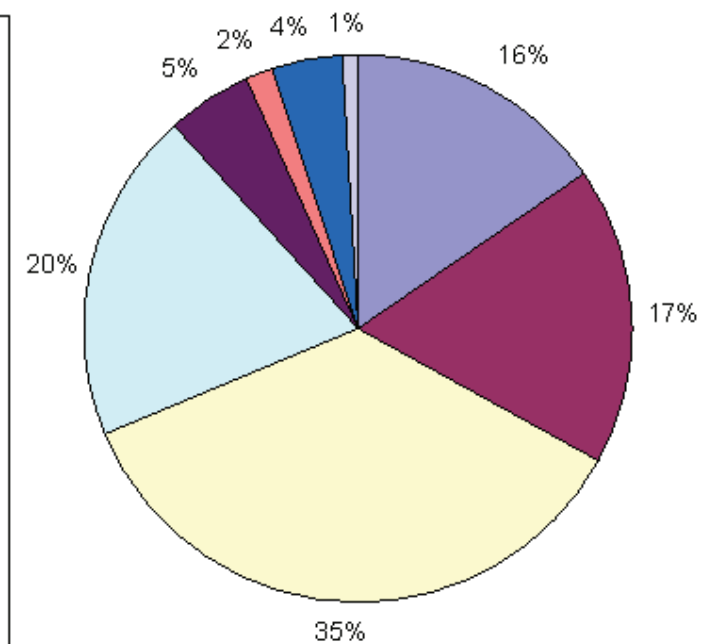
Community Issues

Local Community



Transport 59%
Social 36%
Environment 5%

Wider Community



Transport 88%
Social 11%
Environment 1%

Potential Transport Solutions

- Status of development
 - Can not account for outcomes of the Doncaster Rail Study at this stage
 - Preliminary potential solutions only
 - Developed for comparative purposes only

General Process

- Community & Stakeholder Input & Ideas



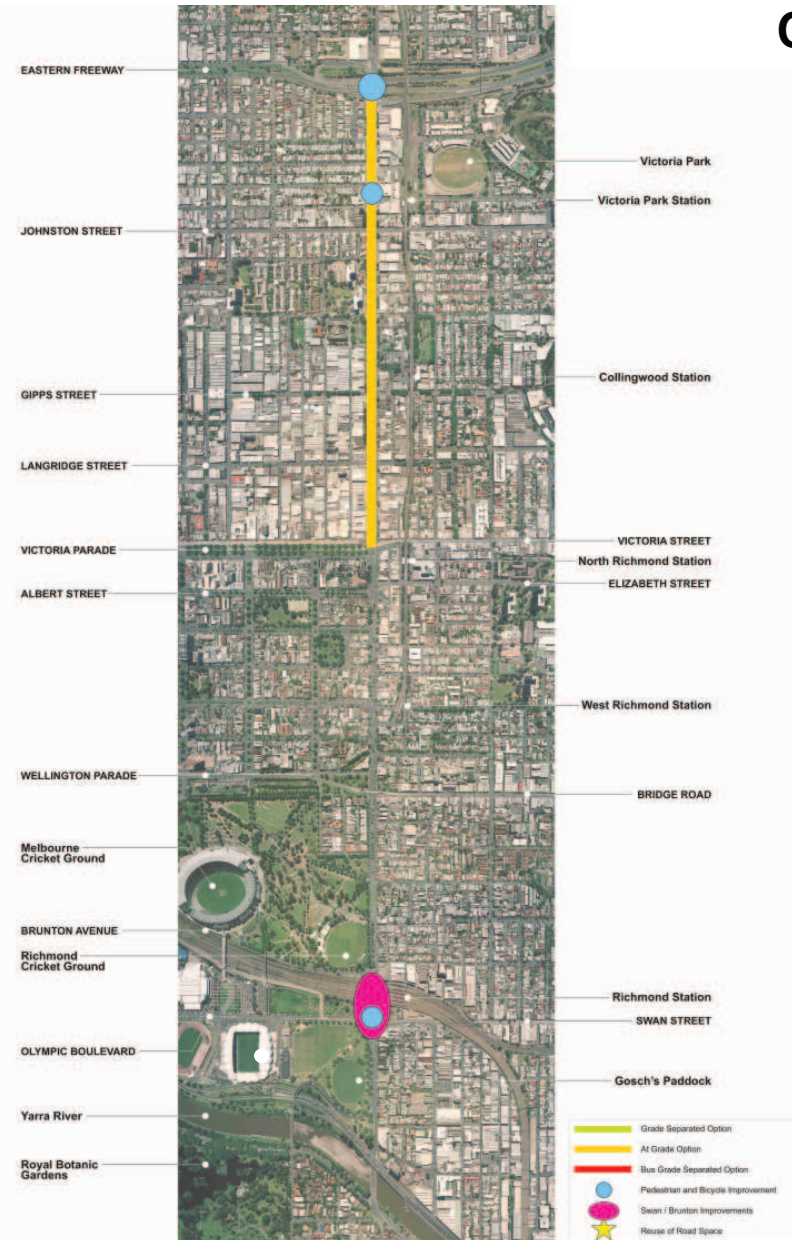
- Broad range of individual ideas



- Route concepts



Concept A



At-grade bus solution.

- Considered worthy of further investigation

Concept B & C

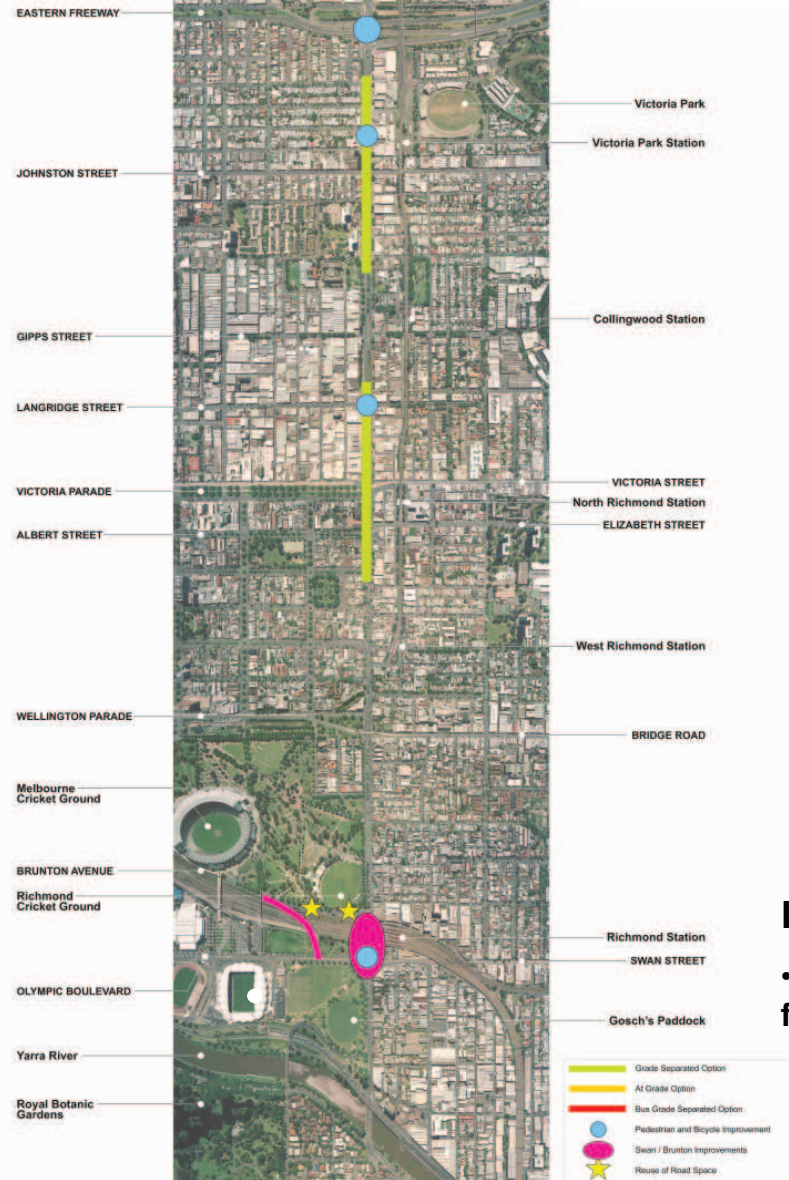


Grade separated bus solutions.

- Considered worthy of further investigation



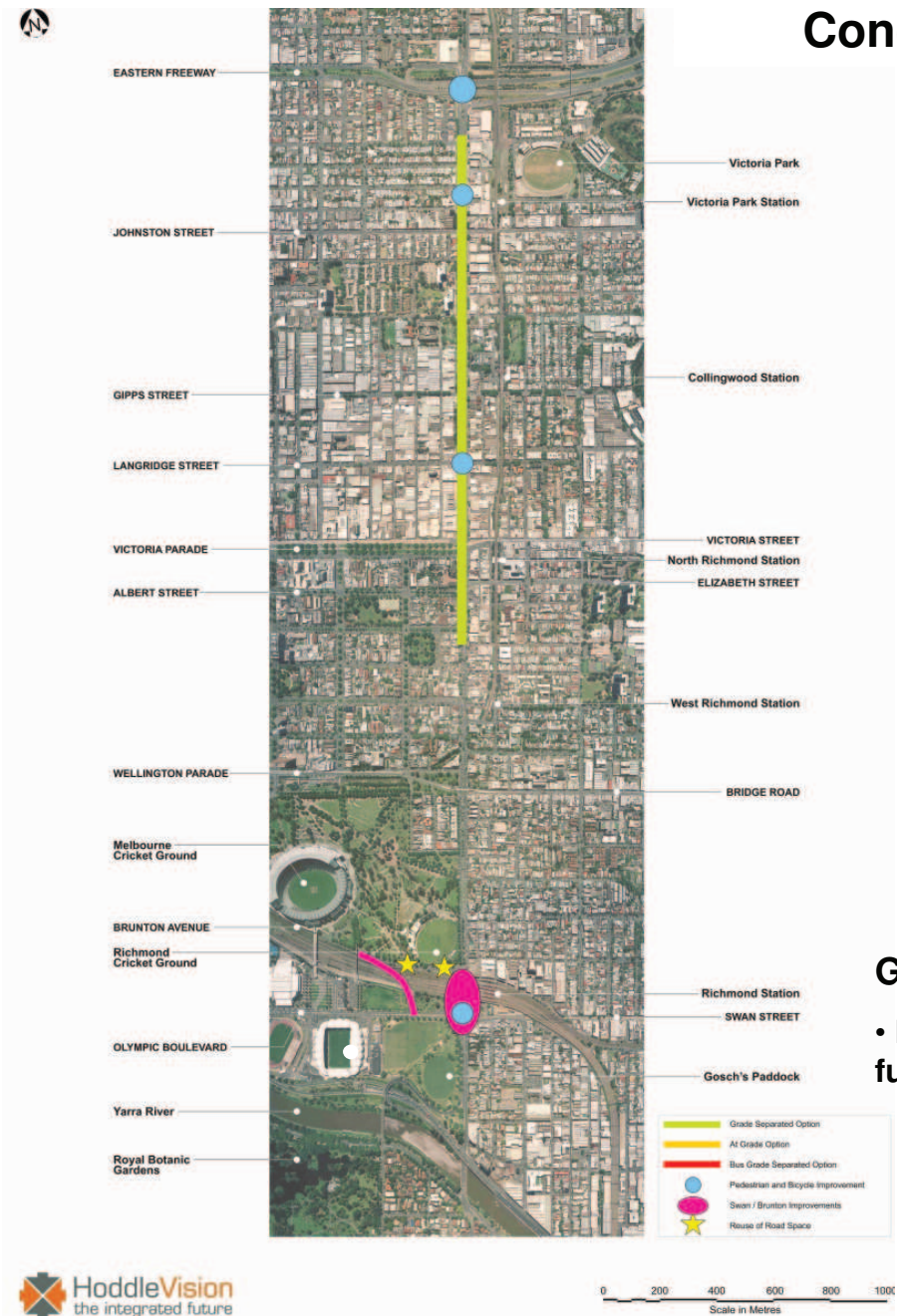
Concept D



Local grade separations.

- Not considered worthy of further investigation

Concept E, F & G



Grade separation solutions.

- Not considered worthy of further investigation



Concept H



Busway and Bypass.

enables creation of a Boulevard on Hoddle Street

- Considered worthy of further investigation

Concept I



Tidal flow solution.

- Not considered worthy of further investigation