



ACLAND STREET  
RENEWAL  
Streetscape Framework Plan

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## ACLAND STREET RENEWAL STREETScape FRAMEWORK PLAN

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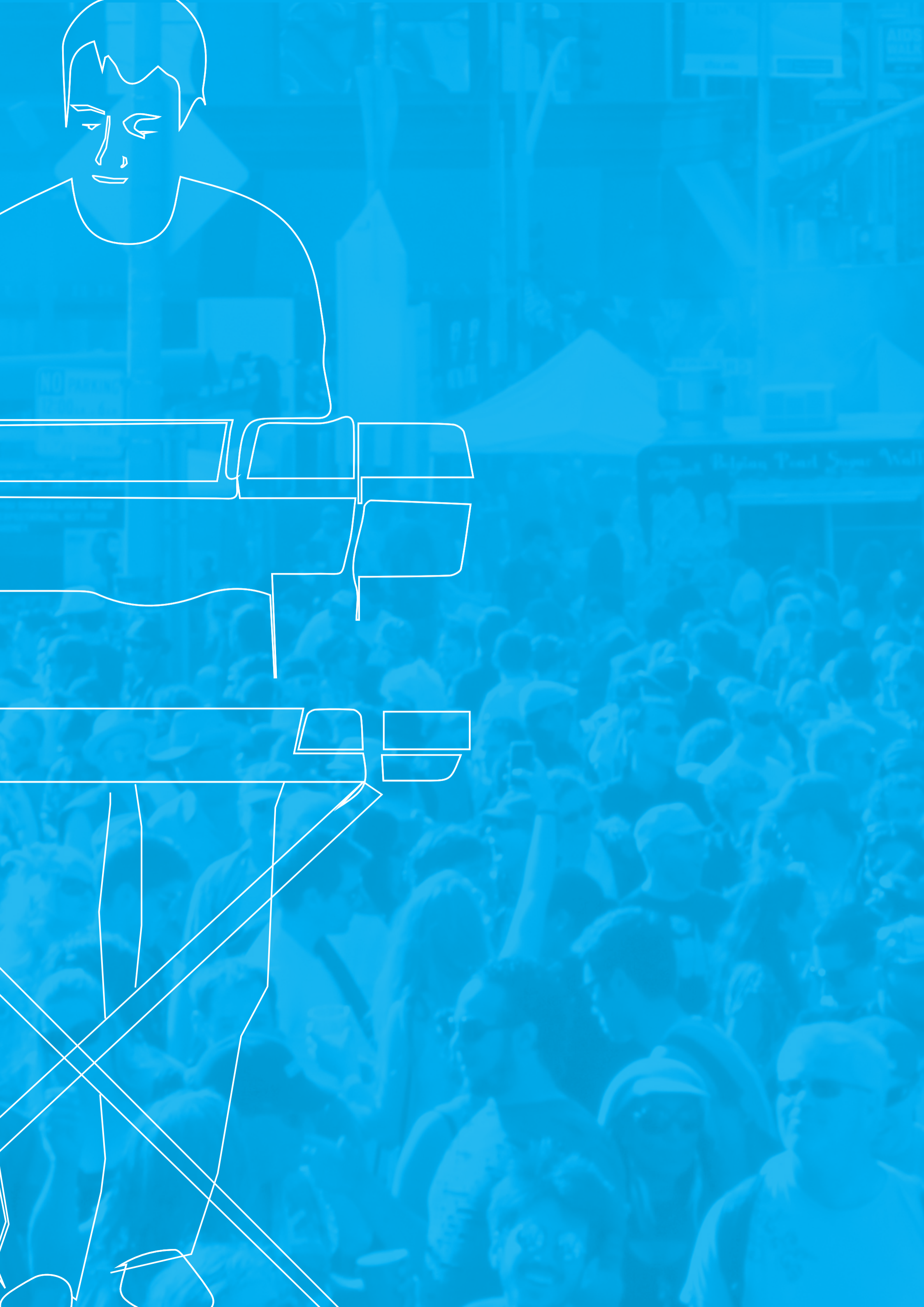
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A large crowd of people is gathered at a street fair. The scene is filled with people of various ages and ethnicities. In the background, there are signs for "STREET FAIRE" and "HOW WEIRD STREET FAIRE". The entire image is overlaid with a semi-transparent blue filter.

## 1.0 The Project Background

## THE PROJECT

Acland Street is one of Melbourne’s most loved streets - an iconic place located in St Kilda. The precinct is known for its bohemian lifestyle, historical links to music, the arts and its quirky atmosphere. The street is revered by locals and frequented by visitors from around Australia and abroad.

As part of Public Transport Victoria’s (PTV) project to make Route 96 Melbourne’s first fully accessible tram route, PTV plans to construct a new level-access tram terminus in Acland Street during the winter months of 2016. In November 2013 Council endorsed a tram terminus configuration.

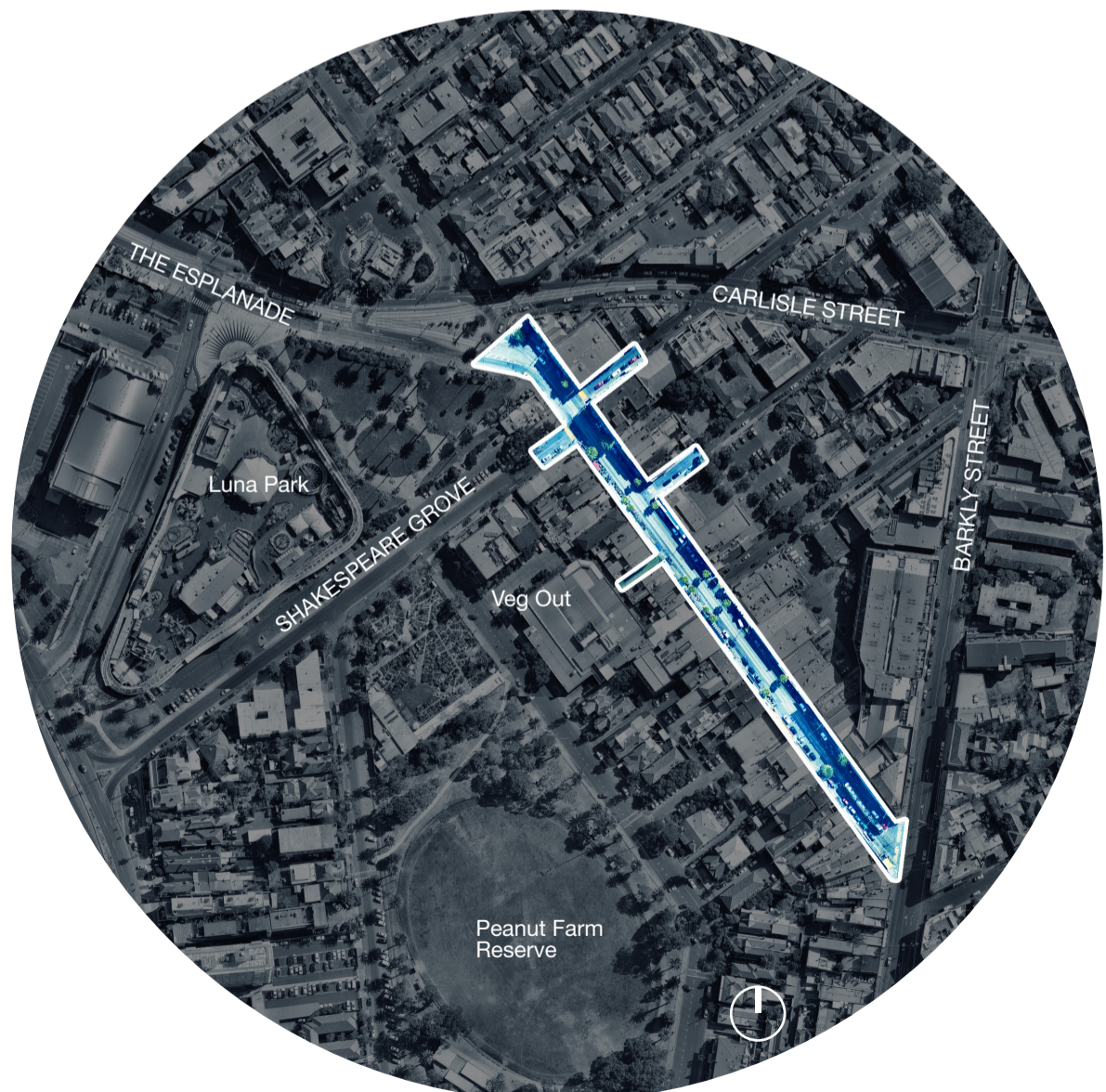
The pending PTV infrastructure works have provided a catalyst for Council to embark upon a new vision for Acland Street, demonstrating best-practice urban design incorporating new public realm, integration of transport infrastructure and shared-use spaces.

The project is focusing on the segment of Acland Street between Carlisle and Barkly Streets, with the surrounds playing an important role in the function and connections to the street as an integrated place-based approach to urban design and transport. Council has allocated a capital budget of \$1.5 million towards construction of streetscape works. The Acland Street Streetscape Framework Plan is a key component to the ongoing success of Acland Street and its environs.

## THE BACKGROUND

During 2015, the City of Port Phillip, PTV and Yarra Trams have worked collaboratively to ensure the new Route 96 terminus in Acland Street becomes an exemplar of innovative place and transport integrated urban design.

The three organisations explored whether the island platform tram terminus configuration, endorsed by Council in 2013, provides the best opportunity to create an integrated streetscape. Based on a review of potential alternatives, a two platform tram terminus has been proposed to make the street more accessible and provide more footpath space.



## THE APPROACH

### Community Engagement

The City of Port Phillip has been committed to seeking input from the community on the Acland Street draft streetscape framework plan.

On 30 September 2015, an Acland Street Vision Workshop was held with relevant stakeholders to begin to frame a design response to guide future works in Acland Street. The main issues expressed by the community within the Acland Street Upgrade Community Engagement Summary Report – Phase 1 (endorsed by Council on 16 June) were the starting point for this Workshop.

The City of Port Phillip presented the Draft Streetscape Framework Plan to the community for feedback between 28 October and 15 November 2015. The feedback received is detailed in the Acland Street Upgrade – Community Engagement Summary Report Phase 2.

### The Vision

The term “place” means different things to different people. In St Kilda this is amplified. Acland Street is a St Kilda heart – as a “place” it must be local, authentic and real. The street is founded on the memories and experiences of a diverse variety of locals and visitors. Each person, young and old, brings their own perspective and memories to Acland Street. This design will invite people to contribute to public life as citizens in a democratic space.

The test of success for the street’s renewal will be largely measured in the social, environmental and economic benefits that follow from each person’s investment of time and energy into the space.

### The Streetscape Framework Plan

Initially, analysis of the site and surrounds was completed and has been referenced and built upon in the preparation of this plan.

Thereafter, community engagement has informed the preparation of the streetscape framework plan.

The approach to the preparation of this plan is founded on a three step process comprising:

1. Delivery of the new terminus and adjacent pavement areas which in turn open up more space for pedestrians;
2. A program of community based initiatives to test ideas for Acland Street’s future; and
3. The design and delivery of the ultimate streetscape that draws from the ideas and creativity of locals and visitors alike.





## 2.0 The Streetscape Framework Plan

*Something in its early history established Acland Street as a safe place to be; an outsider, a fringe dweller, a rebel.*

*And although Acland Street has many distinct archaeological layers, created by diverse cultures (hopeful migrant, passionate artist, curious traveller, hungry local, ageing rocker), it all adds up to the same vibe:*

***Be Yourself:*** *Let others be themselves too. Just enjoy the space . It doesn't matter when you're coming from, we're just glad you're here.*

*The term "place" means different things to different people. In St Kilda - this is amplified. Acland Street is a St Kilda **heart** – as a "place" it must be local, authentic and real.*

*The street is founded on the memories and experiences of a diverse variety of locals and visitors. Each person, young and old, brings their own **energy** and memories to Acland Street.*

*A resolved design will invite people to contribute to public life as citizens in a **democratic** space. The test of success for the street's renewal will be largely measured in the social, environmental and economic dividends that follow from each person's investment of time and energy into the space.*

# THE VISION

“Acland Street will continue to be recognised as St Kilda’s local **vibrant village heart**. Its intimate scale, **relaxed**, edgy and **inclusive** feel will continued to be **loved** by both locals and visitors. The street plays an important part in the daily lives of **locals** while visitors enjoy the street’s vibe throughout the seasons from early morning till after the sun has set.”



**Keep it Open:**  
 There’s a lot to see here, so let’s make sure everyone can enjoy the view  
*Protect the open promenade feel by maintaining views and sightlines*

**Let it Breathe:**  
 Make it easy to move around, let everyone get to where they’re going  
*Avoid bottlenecks and barriers*



**Free the People:**  
 Let them wander and explore wherever and however they feel  
*Keep foot traffic moving, especially across the street*

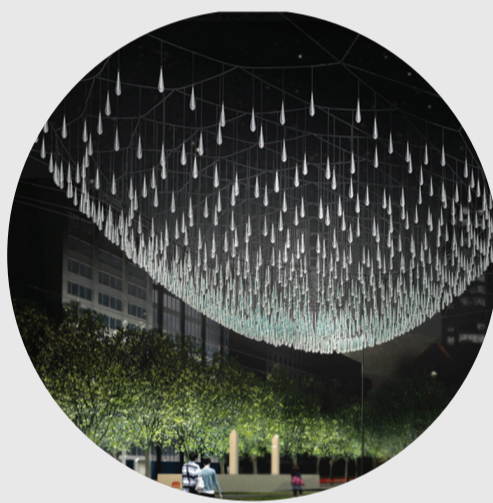


**Change is Life:**  
 Festivals, concerts, markets, events – allow room for new things to happen  
*Design for multiple use and seasonal change*





**Act Local:**  
If you're going to buy something  
why not buy from a friend?  
*Wherever possible, re-localise, not  
corporatise*

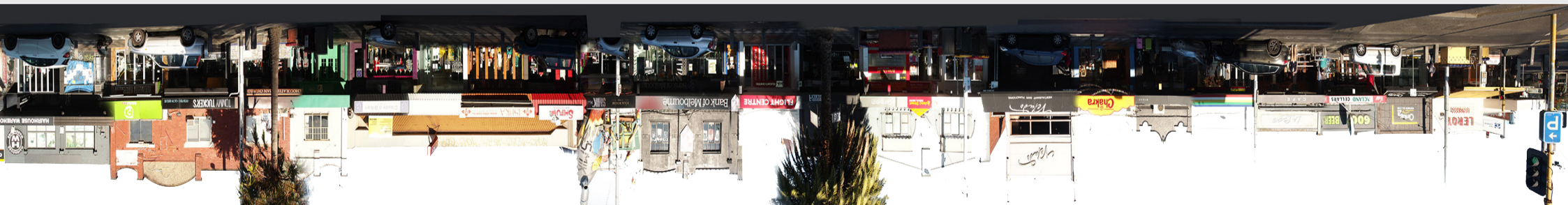


**Just Enjoy:**  
You don't have to buy stuff to be  
here (but if you want to, that's ok  
too)  
*Provide non-transactional public  
spaces*



**Small is Beautiful:**  
There's enough here so long as  
none of us want too much  
*Nurture diversity – lots of little  
businesses, not a couple of huge  
ones*

**You're OK:**  
Just be yourself. Even if that's  
weird  
*Keep it Real*





Artists impression of Acland Street's Future Vision



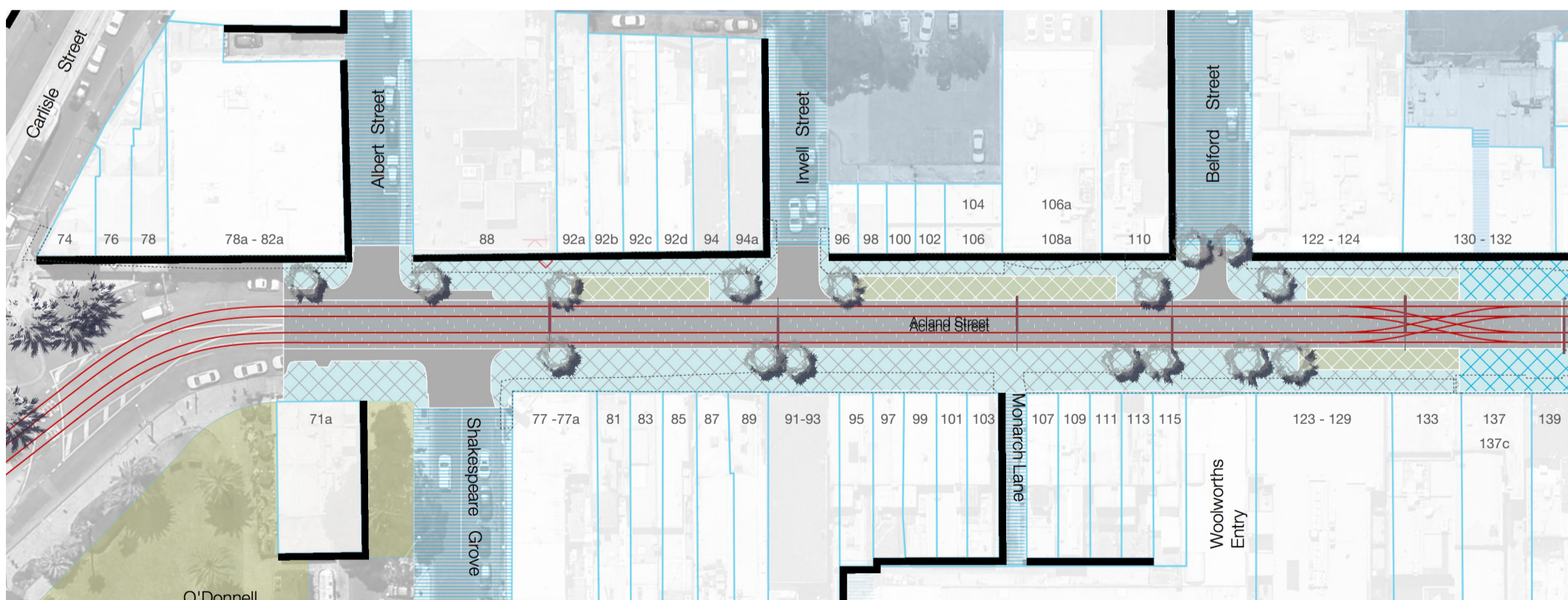
## EXISTING CONDITIONS

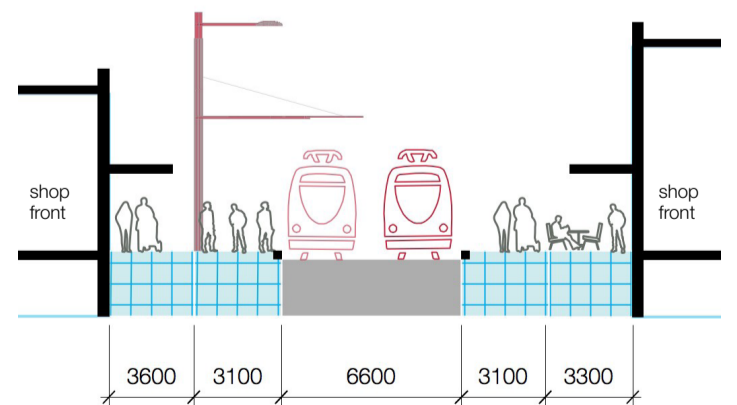
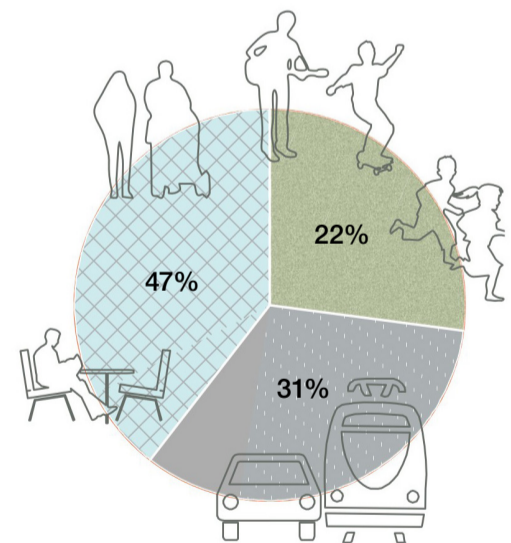
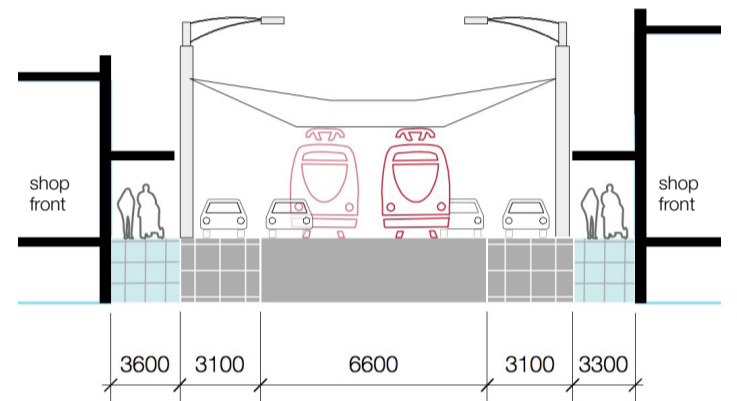
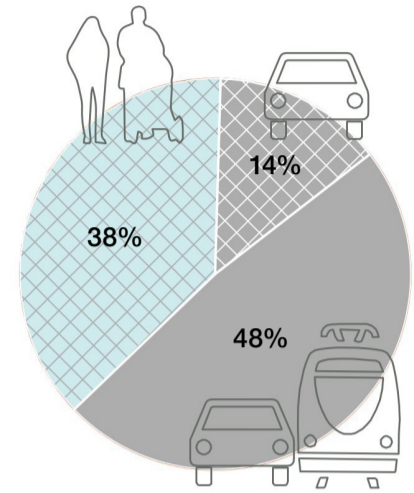
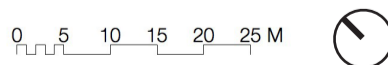
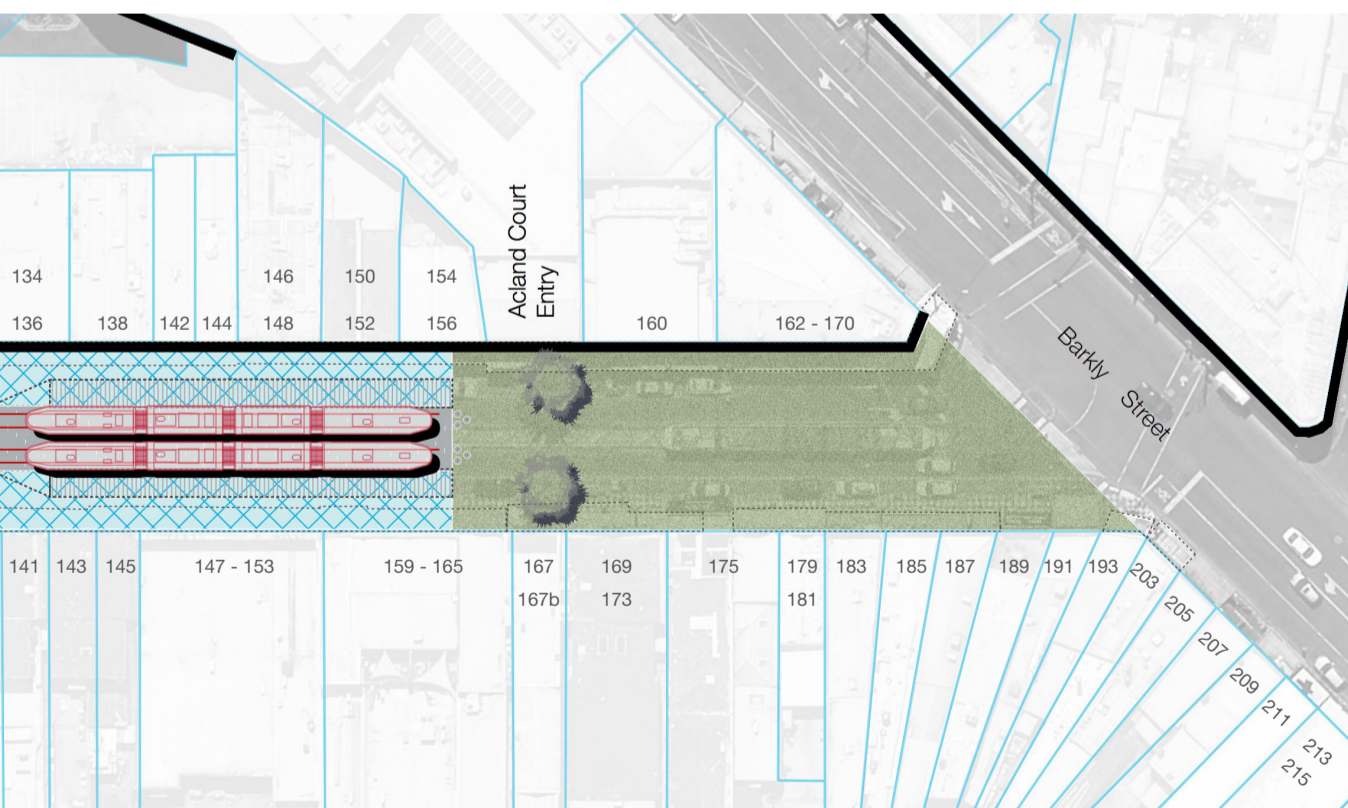
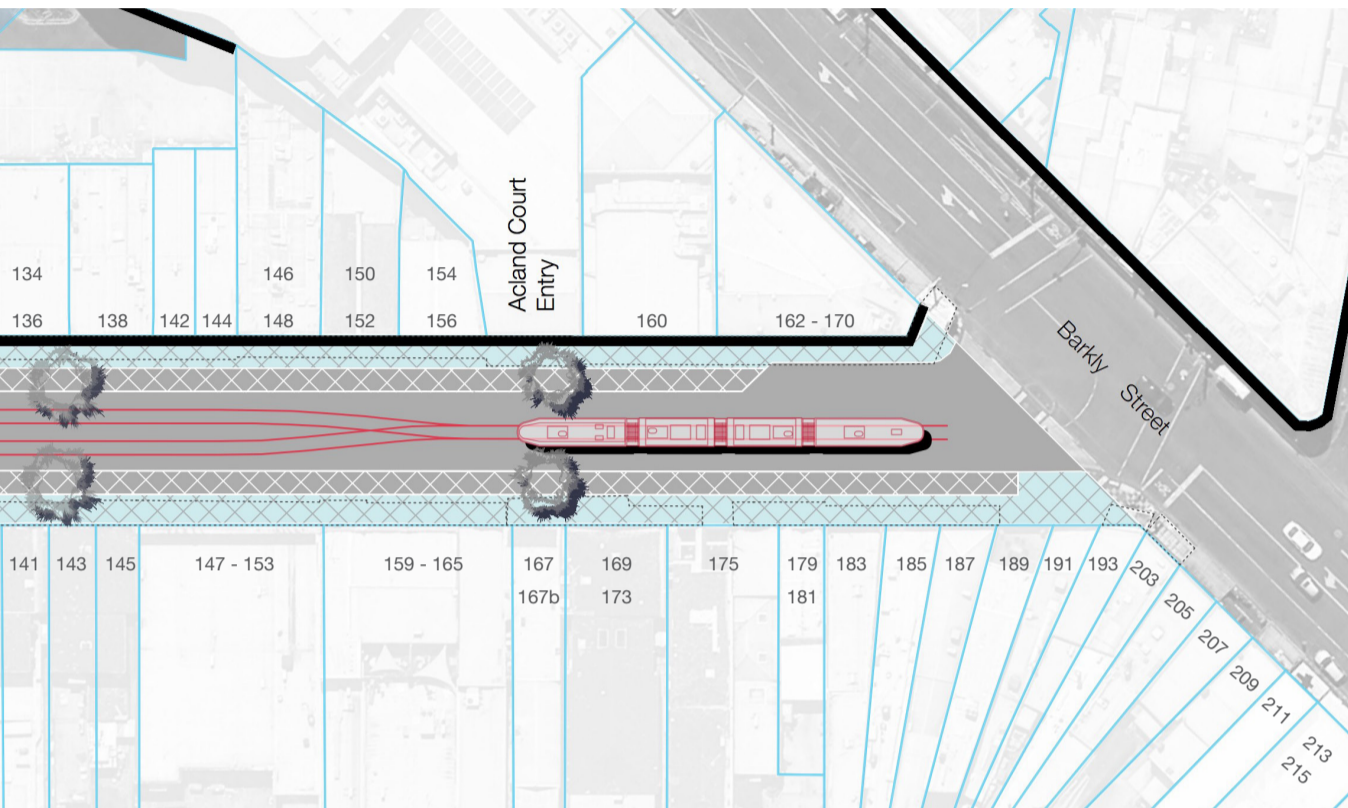
Currently the area of Acland Street comprises 38% pedestrian space, 48% road space and 14% car parking.



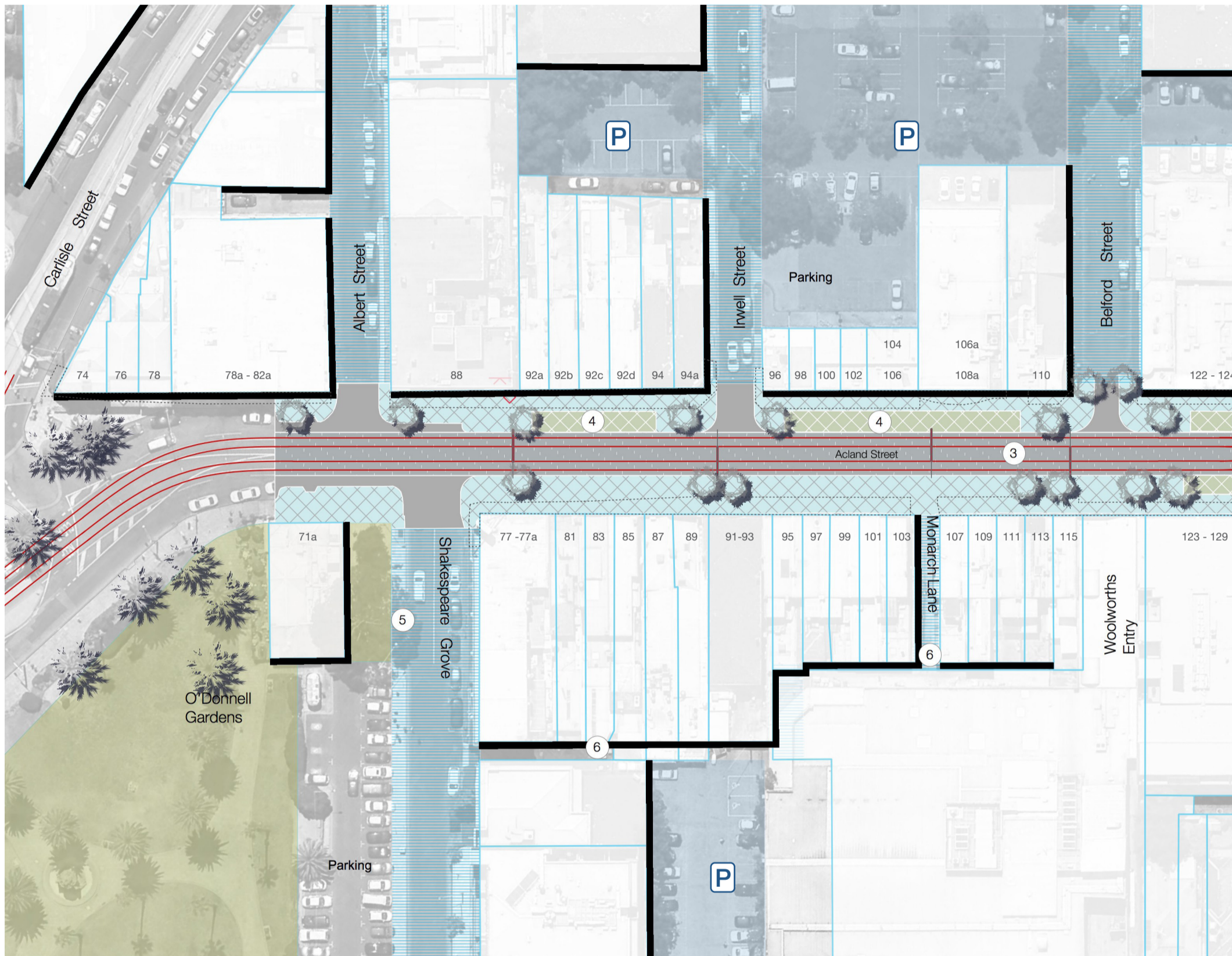
## FUTURE PROPOSED CONDITIONS

The future proposed condition sees a 30% increase in pedestrian space, a decrease in road space and the removal of car parking from Acland Street.












# THE STREETScape FRAMEWORK PLAN

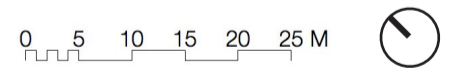
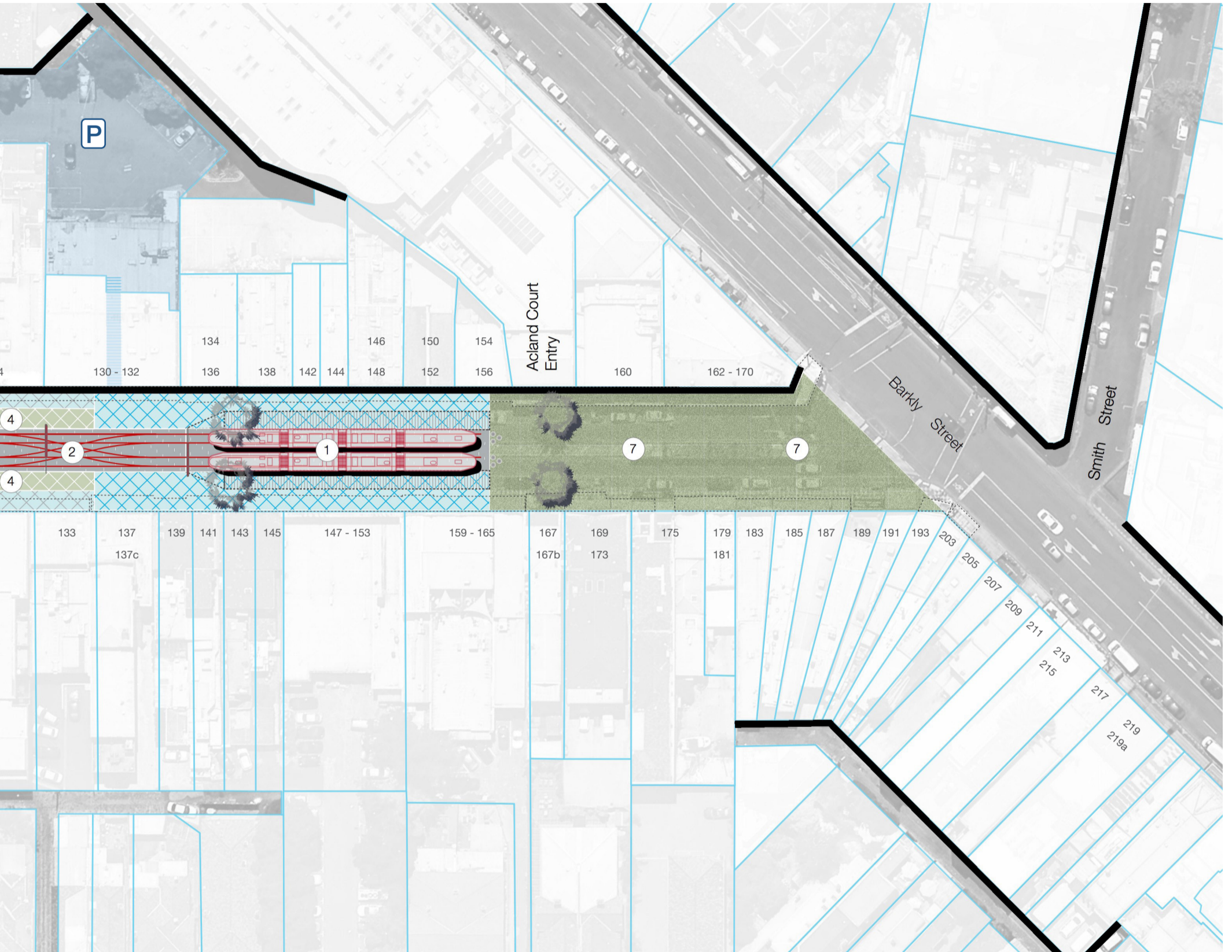


### Functional Areas

-  Pedestrian footpath
-  Existing carriageway
-  Renewed/upgraded carriageway pavement
-  Stage 1 & 2: Existing Surface reclaimed for community use
-  Stage 1: Reclaimed car parking for alfresco dining/pedestrian use
-  Stage 1: Upgraded footpath with integrated tram stop function
-  Potential future street upgrade to connect to car parks and broader precinct

### Program

1. New tram stop/terminus integrated with footpath
2. Tramway switch point
3. New road surface
4. Reclaimed street car parking for temporary installations and pedestrian uses
5. Potential upgrade of Shakespeare Grove & Vineyard courtyard
6. Potential upgrade of Monarch Lane
7. Plaza as temporary community creative canvas



# THE DELIVERY

Acland Street’s renewal is a 3 step process.

1. The first step comprises:

- Delivery of a new fully accessible tram terminus and footpath pavement works; and
- Opening up new pedestrian space to test ideas with the local community for the street’s future.

2. The second step proposes a program of temporary uses, installations and activities with the local community to inform the final design for the street.

3. The learnings and ideas tested with the local community in the second step will be developed into the ultimate design and delivered in the final stage of the project.

1.

## Integrated Movement

- Delivery of new tracks and tram stop/ terminus.
- Tracks will lower gradually from Belford Street to new tram stop.
- New high quality paving level with footpath for a seamless transition of pedestrian space.
- New pole design setout for reduced numbers.



## Integrated Place

- New upgraded and re-levelled footpath paving adjacent to new tram stop works from building to building.



2.

## Community Creative Canvas

- Reclaimed areas become available for pedestrians by removing existing car parking and road closure for vehicles at Barkly Street end. They become a playground for temporary installations, extensions of alfresco dining and community uses.
- Ideas competitions and a community engagement process will inform the final design and instalment of all public domain uses and character.

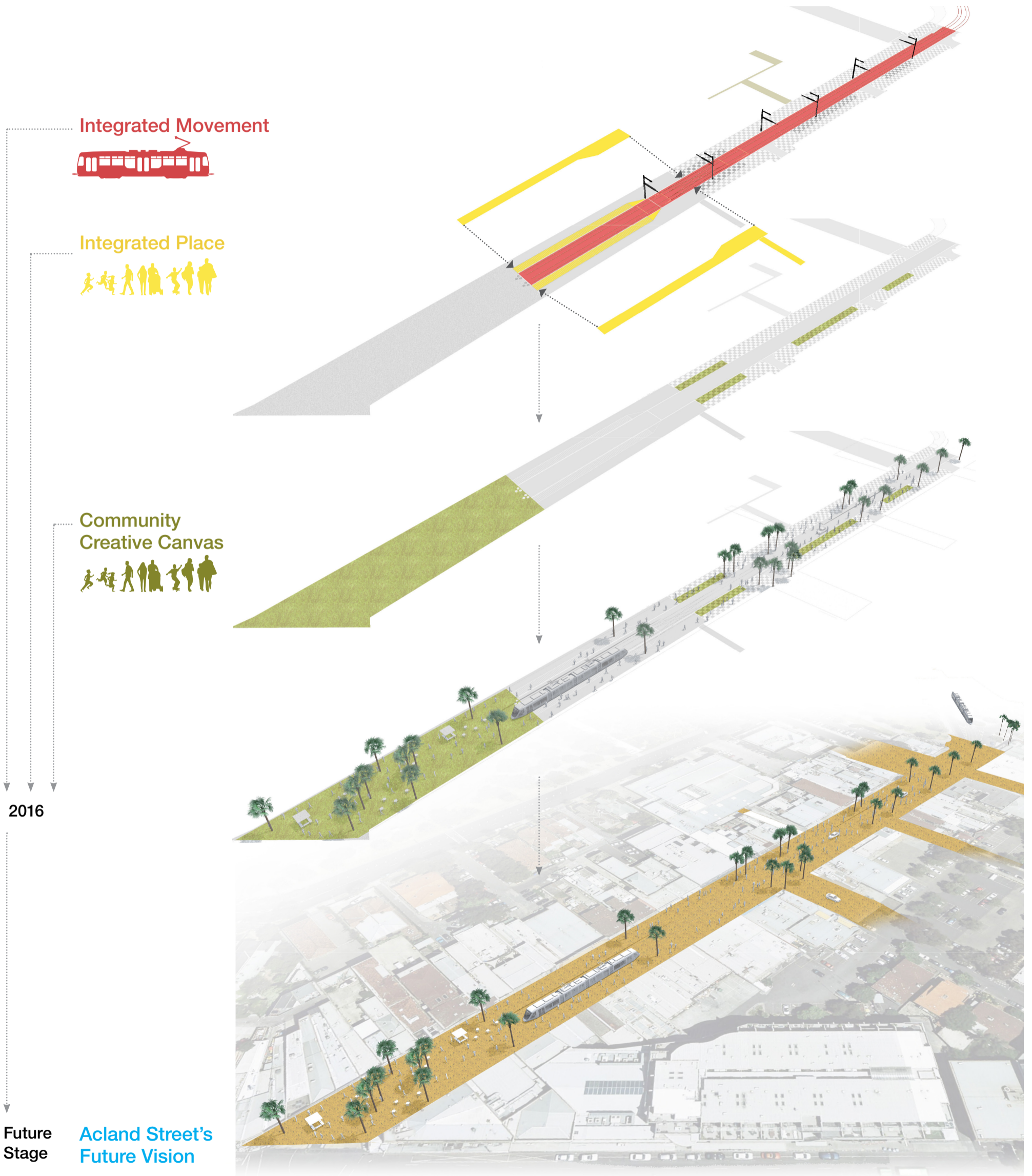


3.

## Future Vision

- An accessible tram stop integrated into the street’s design.
- An authentic St Kilda street experience founded on local ideas.
- A fun, free and interesting space to spend time in. Great local shopping and services.
- A space that invites different uses throughout the year and days of the week.
- A connected and open street with great views along its length.
- Provide a new skin to widened footpaths.

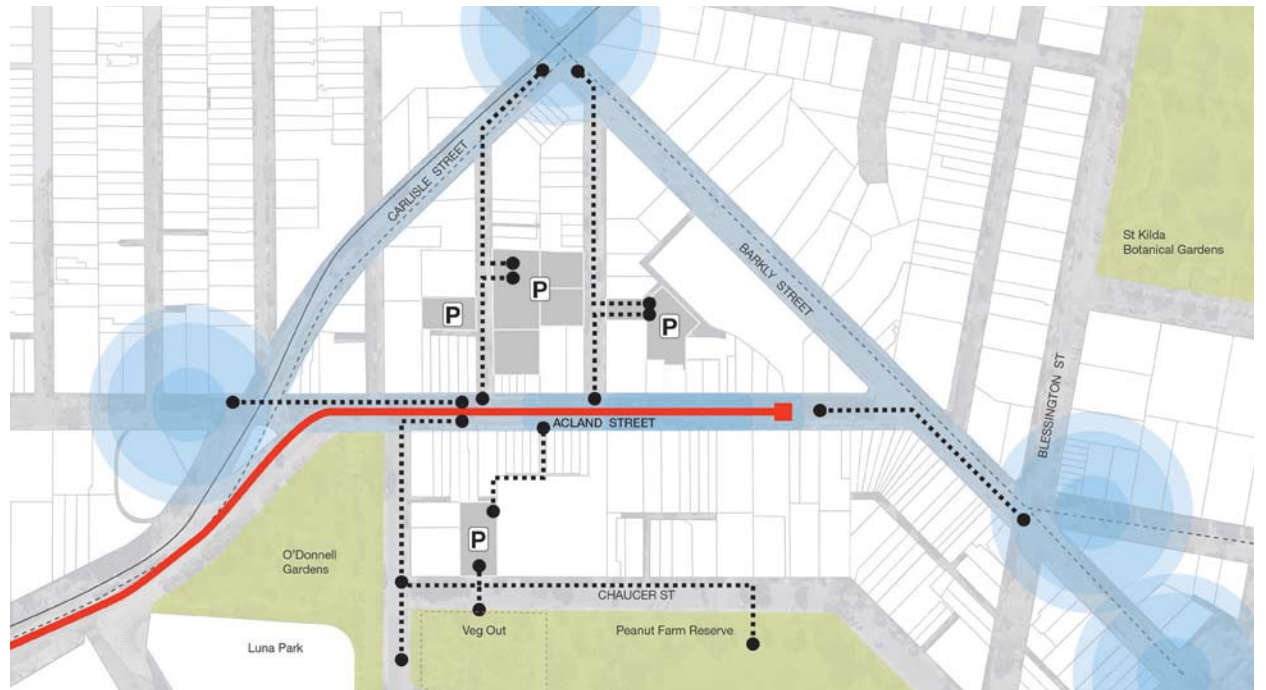




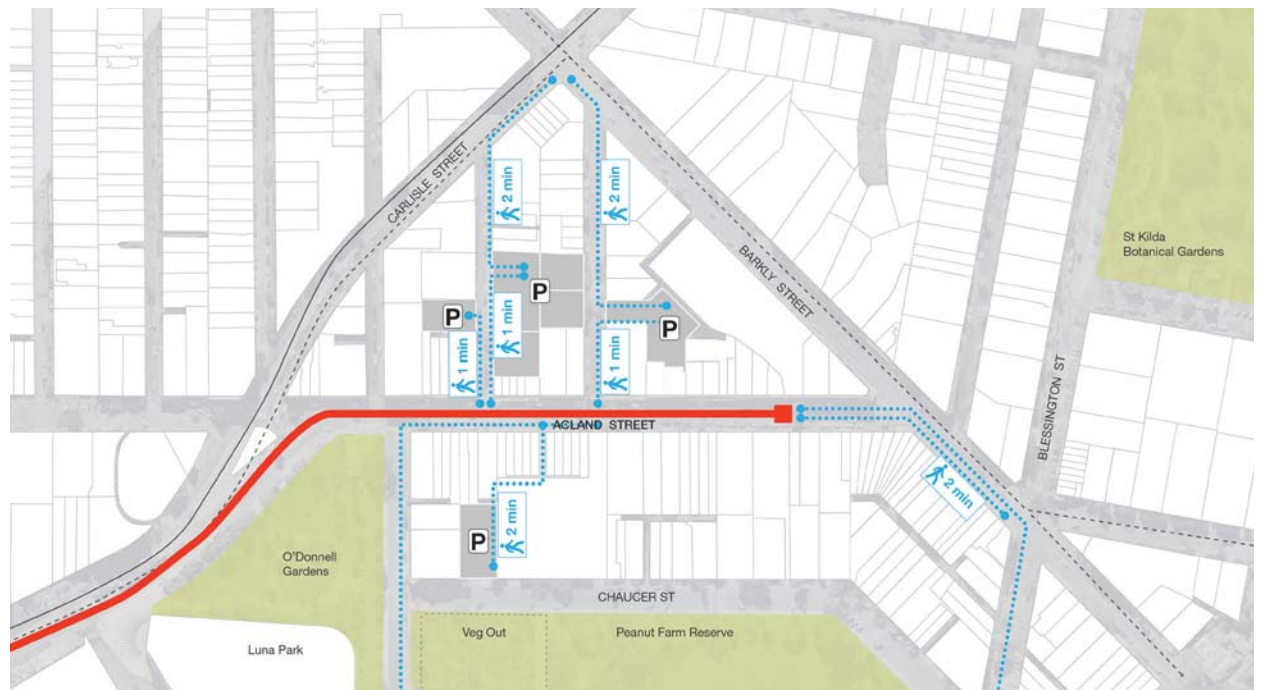
## PRECINCT BENEFITS

A number of key strategic benefits for the precinct arise for the renewal of Acland Street, including:

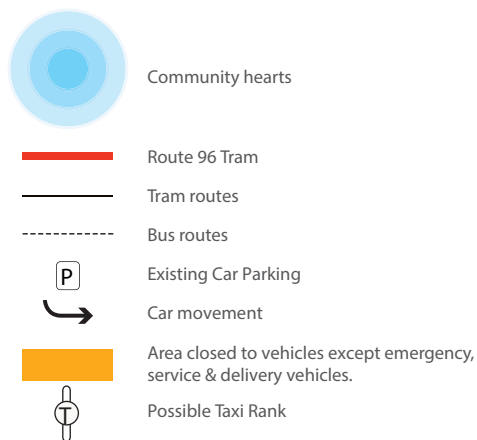
- The street increasing its pedestrian space with opportunities to accommodate and promote public life and activity in a key central location which can support increased social and economic dividends;
- The increased space for people strengthens Acland Street's position as a key component of a highly pedestrianised zone linked to local businesses and attractions, tram and bus routes and centrally located car parking areas;
- Consolidating car parking to existing carparks, one step back from the street, better utilises these assets in an efficient way that in turn can service local destinations within easy walking times; and
- A flexible and adaptable street design that can be managed in different ways and modes of use to suit weekdays, weekends, events and festivals all year round - with or without trams and other vehicles.



Links to surrounding community hearts



Walking times



Vehicular Access

Note: right-hand turn into Shakespeare Grove is a 12 month trial



