Makings streets more people focussed and St Albans- the land of opportunity
St Albans- Garden City from the beginning

Traces of garden city urban planning. Concentric urban cores surrounded by housing and connected to green space, grand avenues and public amenity.
What`s so special about St Albans? The combination of a highly permeable streetscape, small grain shopping, strong multicultural community, informal pedestrian movement.
St Albans typical laneways - which link the main shopping precincts. Where people negotiate space with cars, delivery vehicles, forklifts and garbage trucks.
Princess Street Upgrade

Key Project Drivers

• Improved amenity, comfort and safety for the community (trees, lighting and seating). Brimbank working with support from the Department of Justice.
• Prioritising pedestrian movements over car movements which are currently happening ‘informally’ along the street
• Connecting St Albans Station to The Bowery Theatre, St Albans Community Centre and Errington Precinct
• Creating a shared zone and flexible streetscape for future events
• Starting the conversation around the future of St Albans where pedestrians are prioritised
• Setting precedents and directing changes
Princess Street Upgrade, St Albans
Proposed Concept Plan, 2018

Princess Street has been identified as an important link between St Albans Station and St Albans Community Centre, The Bowery Theatre and Errington Precinct.

The Princess Street Upgrade proposal to create a new shared zone for all road users without compromising the existing vehicle movement.

New custom seating and lighting will be used to create a safe and comfortable public space for the community. 30 new trees and new garden bed planting are also included, increasing amenity and comfort for the community.

The proposed changes to Princess Street aim to activate the streetscape and link Princess Street to the larger St Albans Centre.

The Princess Street Upgrade Project is funded in partnership with the Victorian Government’s Community Crime Prevention Program. Construction is estimated to commence in the second half of 2018.

For more information or questions on the proposed changes to Princess Street, please contact:
Nadia Colombo, Urban Design
NadiaColombo@brimbank.vc.au
+613 9249 4958

VIEW 1
View towards St Albans Road showing proposed seating nodes and new trees

VIEW 2
View towards St Albans Community Centre showing communal seating

NEW PUBLIC SEATING AREAS
Seating will be provided along the main access of Princess Street. The new seating will define the pedestrian area and provide social opportunities for the community.

MORE TREES & GARDEN BEDS
More trees and vegetation will be planted along Princess Street to increase shade cover and create a more comfortable place for the community to socialise.

FEATURE LIGHTING
New lighting will be installed to increase safety, accessibility and amenity for pedestrians. New lighting will be installed along the street and integrated into the new seating.

NEW SHARED ZONE
A new shared zone will create areas of movement so that pedestrians and cars will be able to travel freely and safely along Princess Street. Allowing traffic movement will be contained.

New materials will be introduced into the streetscape to improve overall amenity of Princess Street and add to the newly upgraded S.A.G. and Bowery Theatre.

The Princess Street Upgrade Project is funded in partnership with the Victorian Government’s Community Crime Prevention Program.
Princess Street: Modified Zebra crossing style paving style to indicate a changed condition and also to slow drivers
Seating blocks used for rest, defining space, protecting landscape and adding character
Alfrieda Street Plaza

Key Project Drivers:

• Relocation of the bus stop as part of St Albans Train Station upgrade project followed by quick implementation of pop up park to claim the space
• Lack of public space in the centre of St Albans
• Existing street festivals and events held in Alfrieda Street, new plaza would help accommodate and facilitate these events
• Issues with traffic and double parking
• Seating precedent around the prioritisation of public space and converting of roadway to public space
How do we rationalise the road space and how much road can we take?
Mapping circulation and seating opportunities to drive layout