

Appendix E: What did the Hoddle project deliver?

The Hoddle project

VicRoads' 2016 business case explained what it intended to deliver in the Hoddle project and its 2018 business case updated what would be delivered in stage 1.

Figure E1 lists what VicRoads originally intended to deliver and what items were delivered in stage 1.

Figure E1: Comparison of the recommended solution and what stage 1 delivered

Location	Key scope and impact items for the recommended solution	Impact items delivered in Stage 1
General	New northbound bus lane between Victoria Parade and the Eastern Freeway	Delivered
	Removal of car parking on Hoddle Street–Punt Road corridor between the Yarra River and the Eastern Freeway with parking bans 24 hours a day, 7 days a week	Delivered within project Stage 1 geographic limits
	Removal of parking on the east/west roads for 100 m either side of the corridor	Delivered at Package B only
	Landscaping and urban design improvements in the vicinity of each of the intersections and at locations where right turn lanes are removed	Delivered within the project Stage 1 geographic limits
	Service relocation works within the central medians	Delivered within the project Stage 1 geographic limits
	Speed limit reduction from 70 km/h to 60 km/h – Brunton Avenue to the Eastern Freeway	Not delivered
Eastern Freeway Interchange	An additional third traffic lane to the on-ramp heading northbound	Delivered
	Construction of new noise barriers and retaining wall similar to existing between Alexandra Parade and the Eastern Freeway on-ramp	Delivered
	Land acquisition of a single parcel of land to provide a continuous bus lane from the Eastern Freeway off-ramp	Delivered
Johnston Street	New signalised pedestrian crossing south of Johnston Street	Delivered
	New U-turn facilities north and south of Johnston Street to facilitate relocated right turns	Delivered
	Changes to the overhead gantries on Johnston Street during the PM peak in the eastbound direction with one left turn lane, one bus lane and one traffic lane	Not delivered
Gipps Street and Langridge Street	New pedestrian crossing between Gipps Street and Langridge Street	Not in Stage 1 scope
	Left-in and left-out only for traffic at Gipps Street – this allows cyclists to travel across Hoddle Street–Punt Road	Not in Stage 1 scope

Location	Key scope and impact items for the recommended solution	Impact items delivered in Stage 1
	corridor during the same signal phase as motorists while improving cyclist safety	
	New U-turn treatment on the north and south side of the junctions	Not in Stage 1 scope
Victoria Parade/Albert Street/Elizabeth Street	New continuous flow intersection treatment for southbound and eastbound right turns	Not in Stage 1 scope
	New U-Turn facility on Victoria Parade to facilitate northbound and westbound relocated right turns	Not in Stage 1 scope
	Minor road widening along Victoria Parade (eastbound carriageway)	Not in Stage 1 scope
	Land acquisition utilising the existing public acquisition overlay to realign the east approach of the Albert Street intersection	Not in Stage 1 scope
	New full-time tram lanes on Victoria Street west of the Hoddle Street–Punt Road corridor	Not in Stage 1 scope
Bridge Road	New DDA compliant tram stop (and track realignment) providing improved access and connections to the Bridge Road activity centre	Not in Stage 1 scope
	New signalised junction at Vale Street (and realignment of Vale Street) to facilitate relocated right turn movements as well as egress from the MCG during events	Not in Stage 1 scope
	Opportunity for new gateway treatments for Bridge Road activity centre with the removal of the existing left turn slip lane	Not in Stage 1 scope
	New full-time tram lanes	Not in Stage 1 scope
Swan Street/ Brunton Avenue	One right turn lane on Brunton Avenue removed to create more public space outside Richmond Station	<ul style="list-style-type: none"> Delivered Dual right turn out of Brunton Avenue was retained One of the 2 left turn lanes turning into Brunton Avenue from Hoddle Street was removed to create more public space outside Richmond Station
	New wide pedestrian operated signals on Brunton Avenue to improve safety for pedestrians during events	Delivered
	New DDA compliant tram stop (and track realignment) with improved connections to Richmond Station	Delivered
	New potential development opportunities with the removal of the existing left turn slip lanes on the east side of the intersections	Partially delivered
	New inverted continuous flow intersection for southbound right turns	Delivered
	New hook turn for eastbound right turns	Eastbound right turns banned completely
	New U-Turn facility on Swan Street to the west of the main junction to facilitate relocated northbound and westbound right turn movements	Delivered
	Acquisition of land on the north–west section corner to facilitate the new intersection	Delivered
	New full-time tram lanes on Swan Street	Delivered

Location	Key scope and impact items for the recommended solution	Impact items delivered in Stage 1
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		Additional works delivered
		<ul style="list-style-type: none"> • Construction of a pedestrian connection on the west side of Hoddle Street under the rail bridge, connecting the pedestrian walkway with Gosch's Paddock within the MCG precinct and the Richmond station access points • New Shared User Path south of Olympic Boulevard along Gosch's Paddock • Bus queues jump lanes on both approaches to Swan Street along Hoddle Street
Intelligent Transport Systems (partial delivery)	TRANSnet bus priority allowing communication between buses and traffic signals (Trial).	Not delivered
	Smart bus lane enforcement cameras (Trial)	Not delivered
	Tram safety cameras (Trial)	Not delivered
	Pedestrian countdown timers	Not delivered
	Smart pedestrian crossings (Trial)	Not delivered
	Additional CCTV monitoring	Delivered within the Stage 1 geographic limits
	Existing variable message signs enhanced with travel time capability from Bluetooth data	Not delivered
	Bicycle detection camera	Not delivered

Source: VAGO, based on VicRoads/PTV's 2016 Streamlining Hoddle Street Business Case.