

Luna Park Interchange Renewal Summary of Consultation

Note: Table below does not outline positive comments on the concept plan.

Community comment	Discussion For	Discussion Against	Next Steps
1. Bus stop location – relocate bus stop as requires vehicles to manoeuvre around in front of stationary bus in front of McDonald's; limited pedestrian sightlines. Locations suggested are near Cosmopolitan (to east) or on Esplanade (further to west). Otherwise, provide alternate terminating point for 623 to provide bus stopping for longer periods.	<ul style="list-style-type: none"> Improved legibility and line of sight for drivers – safety. 	<ul style="list-style-type: none"> Bus stop should be located near tram stop. Favours needs of vehicular users over public transport users. Location of relocated bus stop may impact upon residential amenity. Loss of on-street parking Relocated bus stop may lessen footpath space (does not further pedestrian priority) 	<ul style="list-style-type: none"> Review alternate bus stop locations Consider stop as an intermediate rather than terminating point. Understand views of bus companies. Obtain and analyse bus patron movement data
2. Palm tree selection – review species selection (palms) in central island – Washingtonia Palm (tall, thin) proposed rather than Canary Island Palm (current species - shorter, wider trunk)	<ul style="list-style-type: none"> Allows existing trees to be re-used on the site. Canary Island palms may be seen as more attractive or appropriate for this location. Space may be perceived as less car and tram dominated by 'breaking up' the central island. Project cost may be reduced by re-using existing trees. 	<ul style="list-style-type: none"> Views through the intersection would be improved through the use of Washingtonia Palms. Existing trees, where healthy, could be re-used at other locations. 	<ul style="list-style-type: none"> Seek views of Council's Urban Design Advisor, Parks & Open Space Department and consultant Urban Designer Understand potential cost implications
3. Palm tree location – review location and spacing of central palms – proposed configuration tends to 'clump' palms in one location – adds to perception of car orientated space - 'tarmac feel'	<ul style="list-style-type: none"> Extending area of palms to other islands may 'break up' the space resulting in more intimate / less barren or car dominated space. 	<ul style="list-style-type: none"> May impact upon function of intersection; May impact upon views through intersection May impact upon traffic safety. 	<ul style="list-style-type: none"> Seek views of Council's Urban Design Advisor, consultant Urban Designer, Traffic Engineer and Yarra Trams. Understand alternative landscaping options.
4. Rain Garden functionality and maintenance – trampling of plantings?	<ul style="list-style-type: none"> Regardless of design intent, pedestrians may still trample over rain gardens. Maintenance costs may be increased or lack of maintenance may result in poor outcome. 	<ul style="list-style-type: none"> Design intends to limit pedestrian movement across central landscaped island. Hardy vegetation selection 	<ul style="list-style-type: none"> Understand whether rain gardens can be improved through design and/or vegetation selection. Seek views of Council's Urban Design Advisor, consultant Urban Designer and Parks & Open Space Department.

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5. Staging – that all pedestrian crossing points should be included in Stage One. Other respondents (not addressed in table) suggested the ‘full project’ should be implemented without staging	<ul style="list-style-type: none"> • Furthers fundamental objective of pedestrian priority, noting any time lag or non-implementation of further stages. 	<ul style="list-style-type: none"> • Additional initial cost (approx \$150,000 - 200,000 for Stage 1 works). 	<ul style="list-style-type: none"> • Understand additional cost • Understand design matters • Based upon advice from Council, amend capital works business case.
6. Cavell Street – greater vehicle capacity for Cavell Street to meet any additional traffic volumes associated with Foreshore Connections project. Another respondent suggested this should be weighed against pedestrian amenity -narrower road width at Cavell Street.	<ul style="list-style-type: none"> • Vehicular traffic volumes travelling along Cavell Street from Jacka Boulevard may be increased as a result of the Foreshore Connections Project. 	<ul style="list-style-type: none"> • Pedestrian priority suggests capacity of Cavell Street should be limited to favour pedestrians. 	<ul style="list-style-type: none"> • Seek further traffic engineering advice
7. Tram track alignment – there may be potential to alter the track alignment thereby increasing public space adjacent to O'Donnell Gardens.	<ul style="list-style-type: none"> • Increasing public spaces is a project objective. 	<ul style="list-style-type: none"> • Tram operational requirements may not allow for this. • Central landscape island may be significantly reduced 	<ul style="list-style-type: none"> • Investigate with Yarra Trams
8. Taxi drop off – suggestion that taxis often drop off in front of Luna Park, holding up traffic	<ul style="list-style-type: none"> • Unnecessary disruption to traffic movements. 	<ul style="list-style-type: none"> • Taxi drop offs might occur irrespective of any measures in place. 	<ul style="list-style-type: none"> • Traffic control signage to be investigated through detailed design. • Consider new taxi rank in Cavell Street
9. Tram stop location – impact upon 30 Esplanade (green SJB designed apartment building)	<ul style="list-style-type: none"> • Would prevent restriction of right hand turn across tram stop to 30 Esplanade (and McDonald's) when travelling east to west. • Would prevent potential vehicle queuing on Esplanade as basement car park opens. 	<ul style="list-style-type: none"> • Proposed tram stop location is based upon rationalising existing stops from four to two; ease of pedestrian access and DDA compliance, relative distance to next tram stops and Acland Street retail strip, retention of U-turn movement in intersection, track bend and tram length, and to minimise visual impact upon Mr Moon. • Public transport infrastructure improvements benefit general community, as opposed to disbenefit to individual land holdings. • Vehicle movements from west to east 	<ul style="list-style-type: none"> • No further action - The benefits to the community of improving public transport infrastructure are considered to outweigh the impact upon individual landholdings.

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		<p>along Esplanade likely to be lessened as a result of Foreshore Connections project.</p> <ul style="list-style-type: none"> • Favours vehicular users over pedestrians and public transport users. 	
<p>10. Luna Park forecourt – generally positive feedback from residents, but for query about regulation of activities in larger forecourt</p>	<ul style="list-style-type: none"> • Larger forecourt may facilitate more intense activities with potential impact upon residential amenity. 	<ul style="list-style-type: none"> • Forecourt size is largely determined by pedestrian landing point from tram stop. • Design attempts to break up larger forecourt space with vegetation. However, views to Mr Moon should not be restricted. 	<ul style="list-style-type: none"> • Generally positive feedback • Matters are future local laws issues.
<p>11. Bicycle movement (right hand turn) from Carlisle to Acland St North (when travelling west)- Cyclists unlikely to enter intersection and perform U-turn movement to travel from Carlisle to Acland St Nth. Desire line is across existing Carlisle St pedestrian crossing.</p>	<ul style="list-style-type: none"> • Caters for bicycle desire line / discourages illegal movement • Tends to align with priority objectives in intersection 	<ul style="list-style-type: none"> • May not be feasible given tram tracks and intersection functionality 	<ul style="list-style-type: none"> • Investigate further with traffic engineer, Bicycle Victoria, Yarra Trams through detailed design process.
<p>12. Further pedestrian crossings – further pedestrian crossing points are required at Shakespeare Grove and opposite Safeway on Acland Street</p>	<ul style="list-style-type: none"> • Furthers pedestrianisation of the wider area. However, area not within project scope. 	<ul style="list-style-type: none"> • Not included in project scope 	<ul style="list-style-type: none"> • Feed suggestion into wider precinct planning. • Refer to Traffic, Transport and Parking unit for further consideration
<p>13. Impact upon Luna Park – various:</p> <ul style="list-style-type: none"> • Impact upon views to Mr Moon including through shelters and advertising. • Retain vehicle crossover on Cavell St. • Require sensitive construction so as not to impact upon Mr Moon and scenic railway • Construction timing needs to be cognisant of Luna Park peak periods/school holidays – suggest 	<ul style="list-style-type: none"> • The tram stop has been located so as not to impact upon views to Mr Moon (which faces north-west). • Zebra crossings are proposed from tram stop. 		<ul style="list-style-type: none"> • Feedback to be considered during detailed design and eventual construction methodology and timing. • Work with Luna Park in relation to queue management.

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construction post 12 April 2010. <ul style="list-style-type: none"> Safety of children alighting from tram stop. Queuing of patrons given tram stop location. 			
14. Increase shade	<ul style="list-style-type: none"> Improves pedestrian and public transport user comfort. 	<ul style="list-style-type: none"> Shade would be provided by way of tram shelters, noting that location, design and number may impact upon views, especially to Mr Moon. Physical structures and excess shade trees may impact upon views and limit pedestrian permeability. 	<ul style="list-style-type: none"> Tram shelters to be the subject of further design work to be undertaken.
15. Include fencing on central island and at road edges	<ul style="list-style-type: none"> Limits potential pedestrian and vehicle conflicts 	<ul style="list-style-type: none"> Aesthetics, ongoing maintenance and poor urban design The design intent of the central island and road edge aims to limit active pedestrian use, while allowing refuge if required. Current bus stop location requires an opening for pedestrians. 	<ul style="list-style-type: none"> Investigate means to further limit pedestrian usage of central island through design development process.
16. Include 'real time' timetable information at tram stop	<ul style="list-style-type: none"> Improves public transport infrastructure 	<ul style="list-style-type: none"> May not be currently available 	<ul style="list-style-type: none"> Write to DoT in conjunction with other sought locations Forward information to Yarra Trams
17. Include flashing lights at crossing points	<ul style="list-style-type: none"> Improves pedestrian safety 	<ul style="list-style-type: none"> Necessity Cost 	<ul style="list-style-type: none"> To be investigated through detailed design.
18. Provide clearer signage	<ul style="list-style-type: none"> The function and understanding of the intersection is considered to be improved through the amended 'give way' locations and provision of dedicated pedestrian crossings. 	<ul style="list-style-type: none"> Excess signage can lead to visual clutter. 	<ul style="list-style-type: none"> Appropriate signage will be the subject of detailed design, eg. traffic control, wayfinding
19. Provide a public toilet	<ul style="list-style-type: none"> Provides a public amenity in an activity centre and entertainment precinct 	<ul style="list-style-type: none"> Public toilet currently located near the Vineyard. CoPP Public Toilet Strategy does not recommend another in this location Cost Higher priority locations 	<ul style="list-style-type: none"> No further action - Item not within project scope.
20. No trams in Acland Street	<ul style="list-style-type: none"> Not within project scope. The design would allow for a tram to shunt without entering Acland 	<ul style="list-style-type: none"> This is a matter for Yarra Trams / DoT. It is noted that another submitter 	<ul style="list-style-type: none"> No further action proposed.

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	Street, if necessary.	opposed the project on the mistaken belief the project involved discontinuing tram services on Acland Street.	
21. McDonald's should part-fund and install CCTV		<ul style="list-style-type: none"> • Not included in project scope. 	<ul style="list-style-type: none"> • No further action proposed.
22. Increased traffic congestion and queuing lengths	<ul style="list-style-type: none"> • Vehicles are users of the space. 	<ul style="list-style-type: none"> • All existing traffic movements would be retained. • Project seeks to provide pedestrian, public transport and bicycle priority over vehicles. 	<ul style="list-style-type: none"> • Seek further traffic engineering advice
23. Suggest a third track for 79 trams to turn around - when they shunt they hold up the 16 & 96			<ul style="list-style-type: none"> • Forward comment to Yarra Trams.
24. Plan is too focussed on pedestrians	<ul style="list-style-type: none"> • Vehicles are users of the space. 	<ul style="list-style-type: none"> • The design has purposely given priority to pedestrians. 	<ul style="list-style-type: none"> • No further action proposed.
25. Tram stop should be moved even further up the Esplanade near Palais	<ul style="list-style-type: none"> • Would allow for right hand turn movement to 30 Esplanade and McDonald's to be retained. 	<ul style="list-style-type: none"> • Tram stop location is positioned based upon the track bend (pushing it generally west), proximity of Acland St shopping strip and a reasonable distance from the next stop near Alfred Square, achieving DDA compliance, proximity to the bus stop, to retain the U-turn used for buses and residents of Acland St Nth, and to not interfere with Mr Moon. 	<ul style="list-style-type: none"> • No further action proposed.