



Park Street Streetscape Improvement Project

Community Engagement Summary Report

February 2022

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Executive summary

On 18 September 2019, Council endorsed the Domain Precinct Public Realm Masterplan. The Masterplan identified the Park Street Streetscape Improvement Project (the Project) as high priority for delivery, including the bike lane and streetscape upgrade.

The Domain Precinct is experiencing rapid change due to increased private development, and significant transport infrastructure delivered as part of the Victorian Government's Metro Tunnel Project (MTP).

Much of the public realm development within the Domain Precinct is being delivered by MTP and relates to the Anzac Station and its immediate surrounds. Park Street is a key transport corridor and is the most direct link between Anzac Station and South Melbourne, including destinations such as the South Melbourne Market and the Clarendon Street activity centre.

Park Street represents a unique opportunity for City of Port Phillip to create an improved urban corridor; a refreshed and 'greened' streetscape that welcomes and connects residents, pedestrians and bike riders alike.

City of Port Phillip developed the Park Street Streetscape Improvement Project to give form to the aspirations the community previously shared with us through the Domain Precinct Masterplan engagement.

In exploring the Project, City of Port Phillip engaged community and businesses through a range of channels, actively seeking their feedback.

This engagement report reflects the community's responses to the opportunities and challenges presented by the Project.

Engagement methods adopted to ensure community voices were clearly heard included the establishment of a dedicated Have Your Say page; a separate project web page, and a direct mailout to 5,700 property owners, residents and businesses.

Advisory project signage, including a QR code taking residents directly to the Have Your Say page, were installed along the length of the street. Council officers also hosted online live question and answer sessions (both day and evenings).

While COVID-19 protocols have meant the hosting of larger group sessions e.g. community site walks, have not been possible, smaller, in-person doorknocks and direct meetings with businesses and residents along the proposed alignment have been a feature of the engagement effort to date.

The engagement undertaken to inform the Domain Precinct Masterplan is documented in the *Domain Precinct Design Response Community Engagement Report, June 2019*. The 2019 engagement report identified a range of topics and themes, and incorporates a record of community aspirations for Park Street, which can best be summarised in the following terms:

"There was general level of support for the bike and tram link, provided consistent tree planting and better management of traffic flow on Park Street was prioritised through design of the public realm."

Similar sentiments have emerged strongly again during the engagement efforts to support the Park Street Streetscape Improvement Project.

Key findings

The key findings from the community engagement are as follows:

- The engagement demonstrated that the majority of the community is in support of the project, however there were some community members that were in strong opposition to the proposal.
- The majority of the respondents are not satisfied with the current state of Park Street.

Over 73% of survey respondents, disagreed or strongly disagreed with the statement: "I am happy with the quality of the existing streetscape."

- Most of the respondents are supportive of the proposed works.

Over 64% of survey respondents, agreed or strongly agreed with the statement: "I am happy with the proposed streetscape improvements."

- Most of survey respondents (62%) indicated the proposed changes would encourage them to walk, bike ride or use public transport more often.
- The survey responses demonstrated that a mix of parking controls is the preferred community outcome. This mix includes (in order of response priority) short term 28.6%, long term 16.8%, loading 11.2%, there was also some support for "other" 9.9%.
- Businesses with trading frontages on Park Street were generally supportive of or unconcerned by the proposed works, with all nine directly engaged with by officers. Some businesses requested to be further engaged as the design progresses.

The Olive Tree Restaurant were supportive of the proposed treatment and the approach to replace the existing olive tree with mature specimens.

- Additional trees, greening and footpath surface upgrades are supported by the overwhelming majority, regardless of their position on the proposed project.

- The impact to traffic capacity at Kings Way intersection (west bound) had a significant level of community focus.
- Footpath widths, associated with the anticipated increase in pedestrian volumes as a result of Anzac Station and private development in the area, were a matter of concern for some respondents.
- Potential pedestrian / rider conflicts were flagged by some respondents.
- Longstanding concerns about safety and pedestrian crossing times at the Kings Way intersection were revealed during engagement for this project.
- More generally, existing safety conditions about Park Street also came into focus.



Street signage inviting community feedback on the proposal.

- Anecdotally, based on previous Council engagement, the engagement process generally skews towards and motivates responses from those who question or oppose project initiatives. It is notable then that, in this instance, a higher than usual percentage of those who took the time to respond did so in support of the streetscape improvement proposal.

Domain Precinct Masterplan – thematic context

Earlier engagement undertaken to inform the Domain Precinct Masterplan – efforts that set the scene for this proposed project – revealed the community had clear views on how this precinct could be improved.

Their feedback was grouped into the following themes:

- Conflicts – better separation between vehicles, pedestrians and bike riders.
- Materials – smooth, consistent and high-quality surfaces.
- Greening and trees – planting and re-planting trees is a priority, more greenery on local streets and opportunities for residents to be involved in planting.
- Movement and connection – improved wayfinding and road signage, better connections to other precincts.
- Infrastructure – consider other connections across Kings Way, remove overhead powerlines and more street amenities (such as water fountains, rubbish bins, seating).
- Heritage – retain walls and older lighting, include historical information at points of interest and genuinely consider Indigenous heritage.
- Design – streets should cater to everyone, incorporate art into the streetscape, take design cues from other established areas.

Pedestrian connections

- The community was supportive of through-block links, but it was questioned how these would be realistically achieved if on privately owned land.
- It was noted that the connections should be of a human scale, DDA-compliant, well-lit with street furniture, art and opportunities to pause and rest.

Draft tree planting palette

- The community felt it was important mature trees were planted where possible.
- It was strongly acknowledged that new planting needs to be accompanied by a better maintenance and care regime.

When adopting the Masterplan, Council responded to community feedback on safety and parking with a resolution that City of Port Phillip:

- “strengthens its advocacy to the Victorian Government’s transport statutory authorities and RPV to resolve safety and traffic issues at the intersection of Park Street and Wells Street in South Melbourne through the delivery of a fully signalised intersection”.
- “optimises opportunities for short-term, servicing and visitor car parking in the Domain Precinct, and minimises any further reduction of car parking where practicable without compromising safety and in accordance with Council’s Move, Connect, Live: Integrated Transport Strategy 2018-28”.

Council officers have pursued design outcomes that respond to community concerns reflected in Council’s 18 September 2019 resolution by improving safety outcomes and minimising parking loss. Further, a review of parking across the Domain will be commissioned, to take place in 2022.

Park Street Streetscape Improvement Project

Purpose of engagement

To actively and openly seek community and business feedback on the proposal to improve Park Street through the Park Street Streetscape Improvement Project.

Introduction

At the Council meeting on 20 October 2021, Council endorsed the release of the draft concept design for a four-week engagement period. As part of the concept design, the following key improvement proposals were shared with the community:

- Enhanced streetscape between Kings Way and St Kilda Road, including resurfacing the footpaths, 400 square metres of new low-level garden beds (de-paving) and increased tree canopy (15 additional trees).
- Protected bike lanes between Moray Street and St Kilda Road (temporary provision between Moray Street and Kings Way and permanent construction between Kings Way and St Kilda Road).
- The redesign of parking on Park Street, including the retention of 12 car parking spaces on Park Street, between Kings Way and St Kilda Road.
- Removal of 13 parking spaces west of Kings Way. The remaining parking spaces being prioritised public parking spaces, with the taxi rank discontinued, to minimise the impact on residents.
- Introducing a safer 40km/h speed limit on Park Street between Moray Street and Kings Way.

Communication tools

A range of communications tools were used to invite and encourage the community to participate in the engagement process.

These included:

- Direct mailout (to some 5,700 properties)
- 'Have Your Say' Park Street Streetscape Improvement project online consultation webpage
- Posters displayed along the length of Park Street (12 locations, and included direct QR code link to above Have Your Say page)
- In-person meetings with residents
- In-person meetings with business owners
- 'Door knock' of alignment businesses, with follow-up email to addresses provided
- Social media posts
- Transport projects webpage established
- Emails to Have Your Say subscribers/other CoPP newsletters
- Online survey (161 responses)
- Online question and answer sessions (x3)
- Online invitation to provide submissions, whether via the Have Your Say portal or via directly emailing majortransportprojects@portphillip.vic.gov.au.

Engagement findings

Engagement period

Engagement was conducted between 15 November and 12 December 2021.

Please note: some community members requested further time to provide comment, this was agreed to. Similarly, to ensure meaningful ongoing engagement, contact has been maintained with two hospitality businesses at the eastern end of the alignment beyond the formal closing date for feedback.

Who was engaged?

A snapshot of survey respondent characteristics:

- Age: 10 age groups from 18 to over 85 (35 to 49 years being the largest respondent group)
- Gender: male, female (52.8 % were male, 44.7% female, with 2.4% offering a “prefer not to say” response)
- Home suburbs nominated by respondents included: South Melbourne (57.76% of respondents), Albert Park, Balaclava; Melbourne; Middle Park; Port Melbourne; Southbank; St Kilda; St Kilda East; St Kilda West; Windsor.

To ensure community and businesses were fully informed and able to access and assess full project context, the following documents were made available on Have Your Say:

- Park Street Streetscape Improvement Final Concept Design Report
- Council Report 20 October 2021 Ordinary Council Meeting
- Domain Precinct Public Realm Masterplan
- Greening Port Phillip Strategy
- Move, Connect, Live: Integrated Transport Strategy

Have Your Say project consultation page

The key avenue for engagement was via a project page on Council’s Have Your Say website: <https://haveyoursay.portphillip.vic.gov.au/park-street-streetscape-improvement-project>

The project’s consultation page offered three avenues through which feedback could be provided:

- Online survey (including a comments box)
- ‘Ask a Question’ function
- Submission, either by:
 - typing directly into an online submission form
 - uploading a document
- Direct email to the Major Transport Projects team (email address and other contact details were shared on the page).



Park Street residents meeting with a member of Council’s Major Transport Projects team.

Business engagement

Working with Park Street businesses trading directly onto Park Street has represented a key stream of the project team's ongoing engagement effort.

While the Have Your Say channel is a highly-effective means by which the general community can clearly express their views, the team have made deliberate efforts to establish direct relationships with business operators along the street.

At the opening of the engagement window, two members of the Major Transport Projects team conducted (while observing all COVID-19 protocols) an in-person doorknock of the following Park Street businesses with street-trading frontage:

- Guru Web marketing
- IGA Xpress
- Park Street Dental
- Verve Portraits
- Olive Tree Restaurant
- Mister Margherita Pizzeria
- Oishii Tokyo Restaurant
- Cherry Blossoms

Engagement has also occurred with one further business, Bedi's Indian Restaurant, located at the western end of the proposed improvement corridor. While an in-person meeting has not taken place with this business owner, emails and phone calls have been exchanged, including a 45-minute conversation, backed by extensive note taking.

In most instances during the doorknock, business owners and managers were happy to pause and discuss project proposals. Email addresses and business cards were also recorded, with follow-up emails then sent by the project team's engagement advisor to all email addresses provided, ensuring that businesses had a clear point of ongoing contact, should they require further information or wish to raise any matters relating to the streetscape improvement proposal.

As part of the wider project mailout all businesses had also previously been mailed a letter advising them of the improvement proposals and were of course exposed to project signage located along the length of the proposed Park Street project corridor.

It was notable that a number of businesses – presumably as a result of COVID impacts – were found to be closed. In one case, where a handwritten mobile phone number was attached to the front door, when a call was placed to that number the person answering the call confirmed that the business was no longer trading at the Park Street location.

Case study

Perhaps the most compelling example of the project team's commitment to direct engagement with business is that of the Olive Tree Restaurant.

Established in 1971, this iconic Park Street business is situated in the eastern section of the proposed alignment (between Kings Way and St Kilda Road). Project team members have twice visited in person with the family owning and operating this establishment, a commitment supported by regular follow-up phone calls and emails to the business's owners.

This engagement effort was undertaken with particular sensitivity as, should the streetscape improvements take place, the olive tree, after which the restaurant is named, would need to be removed.

Central to these conversations, expertly led by the project team's senior arborist, has been exploring the options of either moving and replanting the tree, or removing the tree entirely and replanting a new olive tree/s in its place in a new alignment, so as to both allow the project to proceed while ensuring the tradition and branding continuity of the restaurant is maintained and respected. After the options were presented, the family operating the restaurant have asked that new trees be planted, should the project proceed.

Summary

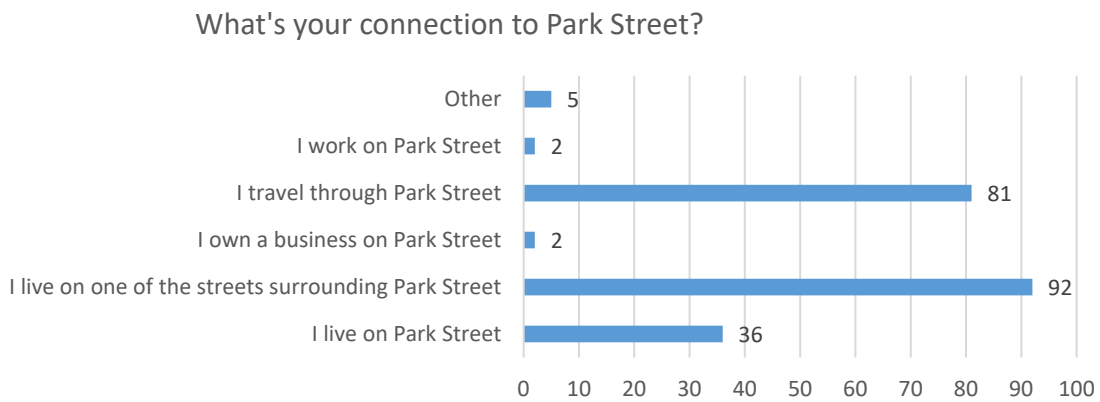
It has been evident throughout these interactions – including with a further restaurant located on Park Street – that while business owners are, understandably, concerned to address any potential impacts to their day-to-day operations (including during any works phase), in general, conversation has turned to the opportunities and trading benefits that would flow-on to these businesses should the wider Domain Masterplan vision for Park Street be realised: to bring the highly-appealing boulevard aspect and feel of St Kilda Road, including its greenery and active transport elements, 'around and down' into Park Street – the streetscape these businesses in part rely on for their ongoing financial viability.

Survey

One hundred and sixty-one people provided responses to the survey. This section provides a summary of the responses received.

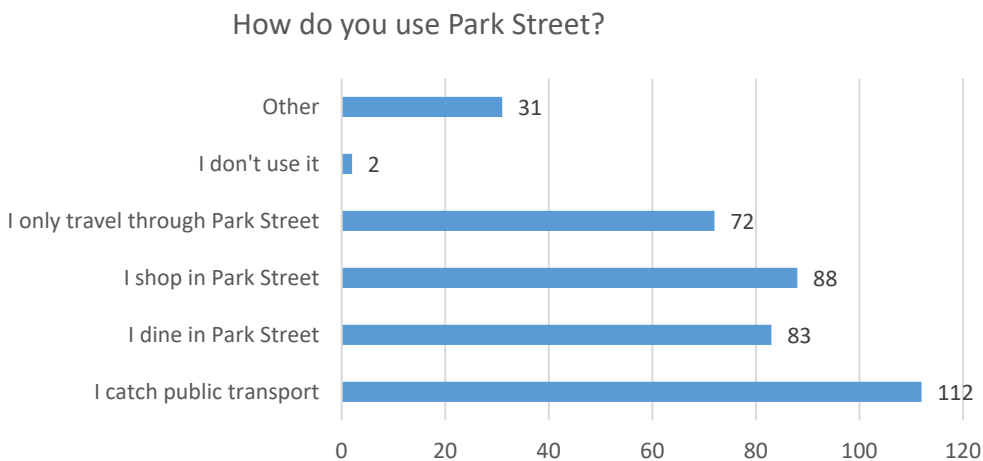
Q1. What's your connection to Park Street?

Respondents were able to select multiple response options to this question. Over 75 per cent of respondents indicated they are local residents living either on one of the streets surrounding Park Street (92; 57.14%) or on Park Street itself (36; 22.36%). Approximately half the respondents (81; 50.31%) travel through Park Street.



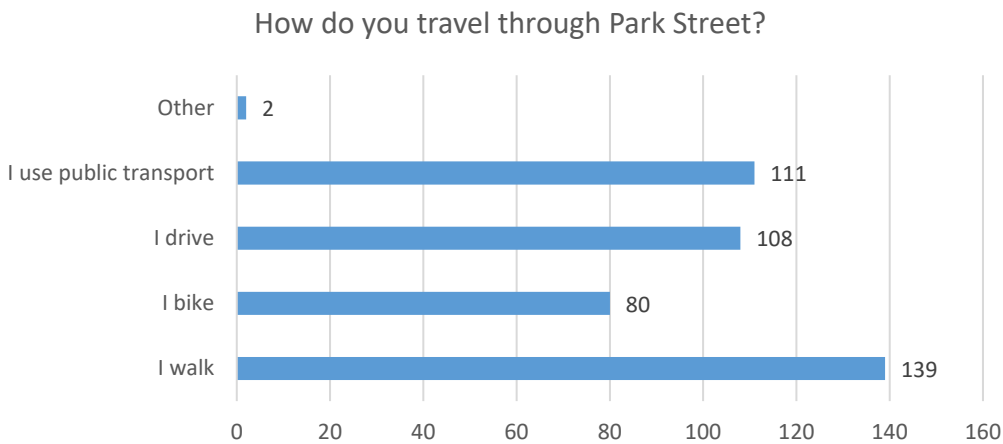
Q2. How do you use Park Street?

Respondents were able to select multiple response options to this question. Almost three quarters of the respondents (112; 69.57%) indicated they use Park Street to catch public transport. Approximately half shop (88; 54.66%) and/or dine (83; 51.55%) in Park Street and 72 respondents (44.72%) indicated they only use Park Street as a thoroughfare route. Of those who indicated 'Other' (31; 19.25%), most responses referenced use of different travel modes (walking bike riding, driving) and visiting businesses other than hospitality or retail on the street.



Q3. How do you travel through Park Street?

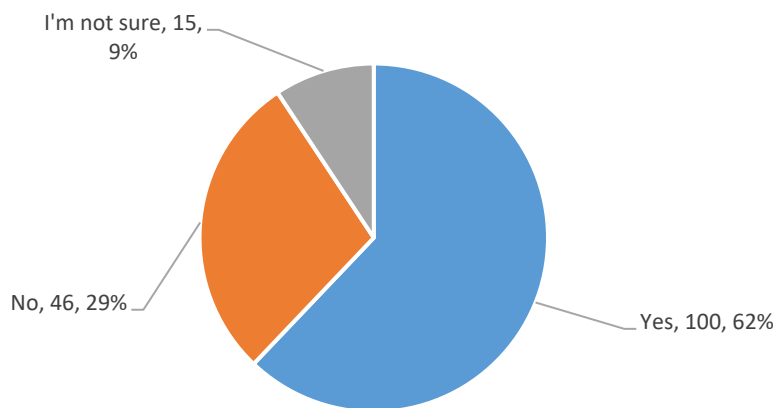
Respondents were able to select multiple response options to this question. The most popular responses were 'I walk' (139; 86.34%), 'I use public transport' (111; 68.94%) and 'I drive' (108; 67.08%). Half the respondents (80; 49.69%) bike through Park Street and two respondents (1.24%) indicated other modes to travel through the street.



Q4. Would these improvements encourage you to walk, cycle or use public transport more frequently?

Over half the respondents (100; 62.11%) indicated the improvements would encourage them to walk, cycle or use public transport more frequently. Fifteen respondents (9.32%) indicated they weren't sure, while over a quarter (46; 28.57%) indicated these improvements would not encourage them.

Would these improvements encourage you to walk, cycle or use public transport more frequently?

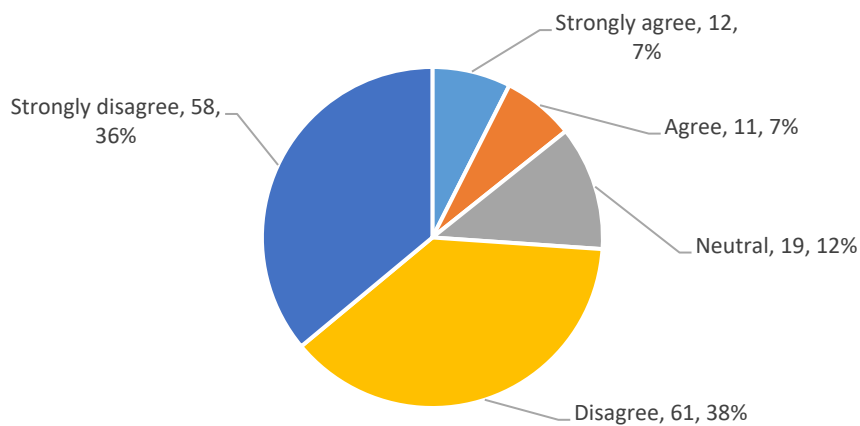


Q5. To what extent do you agree/disagree with the following statements:

a) “I’m happy with the quality of the existing streetscape.”

Twenty-three respondents strongly agreed (12; 7.45%) or agreed (11; 6.83%) with this statement, while almost three quarters of the respondents strongly disagreed (58; 36.02%) or disagreed (61; 37.89%). Nineteen respondents (11.80%) indicated a neutral response.

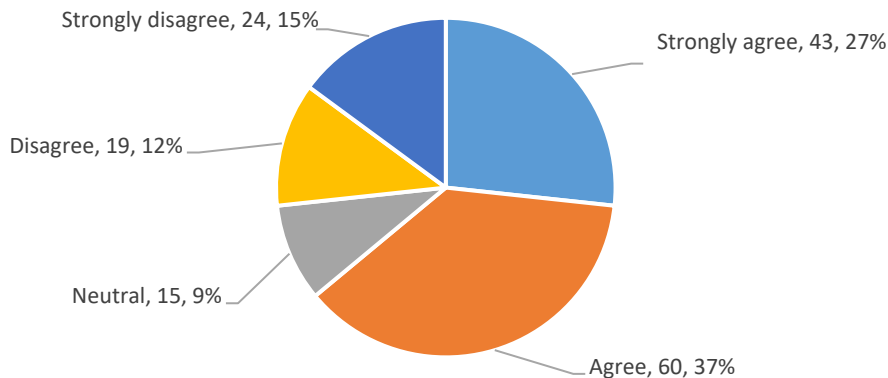
To what extent do you agree/disagree with the following statement:
I’m happy with the quality of the existing streetscape.



Q6 “I’m happy with the proposed streetscape improvements.”

Almost 64 per cent strongly agreed (43; 26.71%) or agreed (60; 37.27%) with this statement. Just over a quarter of respondents strongly disagreed (24; 14.91%) or disagreed (19; 11.80%), and 15 respondents (9.32%) indicated a neutral response.

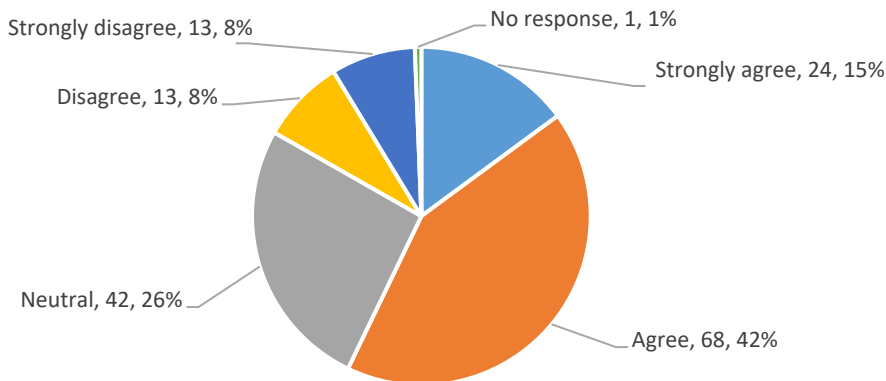
To what extent do you agree/disagree with the following statement:
I’m happy with the proposed streetscape improvements.



b) “I think there is enough bike parking and street furniture included in the proposed design”.

Over half the respondents strongly agreed (24; 14.91%) or agreed (68; 42.24%) with this statement. Thirteen respondents (8.07%) strongly disagreed and 13 respondents (8.07%) disagreed, while 42 respondents (26.09%) indicated a neutral response. One respondent chose not to answer this question.

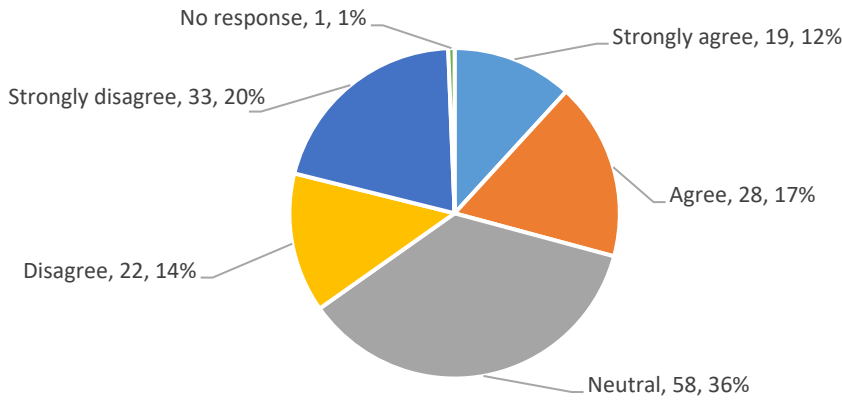
To what extent do you agree/disagree with the following statement:
I think there is enough bike parking and street furniture included in the proposed design.



c) “I’d like to see a specific area dedicated to dockless e-bikes and e-scooter parking (Lime bike or similar).”

Nineteen respondents (11.80%) strongly agreed and 28 respondents (17.39%) agreed with this statement. Thirty-three respondents (20.50%) strongly disagreed and 22 respondents (13.66%) disagreed, while 58 respondents (36.02%) indicated a neutral response. One respondent chose not to answer this question.

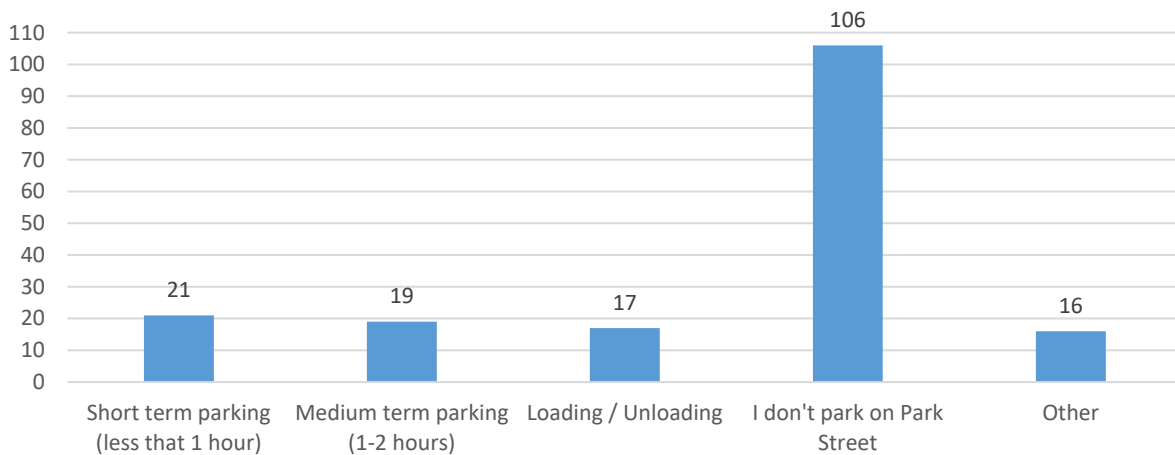
To what extent do you agree/disagree with the following statement:
I'd like to see a specific area dedicated to dockless e-bikes and e-scooters parking
(Lime bike or similar).



Q7. How do you currently use on-street parking on Park Street?

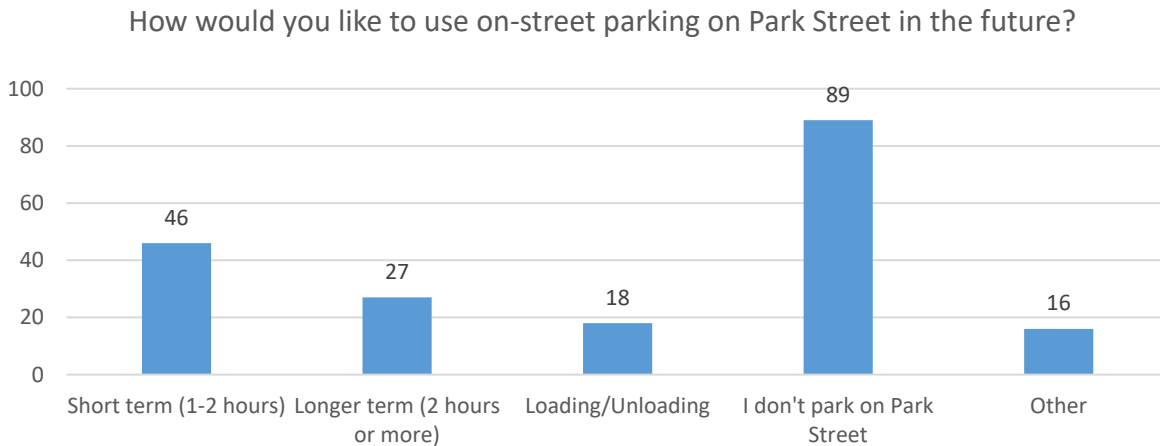
Respondents were able to select multiple response options to this question. The most popular response was 'I don't park on Park Street' (106; 65.84%), followed by 'Short term parking' (21; 13.04%), 'Medium term parking' (19; 11.80%) and 'Loading / unloading' (17; 10.56%). Sixteen respondents (9.94%) selected 'Other', with several indicating use of parking permits for longer term (such as all day) parking.

How do you currently use on-street parking on Park Street?



Q8. How would you like to use on-street parking on Park Street in the future?

Respondents were able to select multiple response options to this question. The most popular response was 'I don't park on Park Street' (106; 65.84%), followed by 'Short term parking' (21; 13.04%), 'Medium term parking' (19; 11.80%) and 'Loading / unloading' (17; 10.56%). Sixteen respondents (9.94%) selected 'Other', with several indicating use of parking permits for longer term (such as all day) parking – either for themselves or visitors to their properties.



Q9. Do you have any other suggestions for how the design could support businesses in Park Street?

No responses were received for this question.

Q10. Would you like to provide any further feedback on this project? (136 respondents – 84.5 per cent response rate of those taking the survey – provided comment.)

One hundred and thirty-six respondents provided further feedback. All responses are provided verbatim (with any personal information redacted) in Appendix 3, and excerpts of individual comments have been grouped thematically below:

Supportive of proposed bike paths

- “A safer Park Street should encourage more pedestrians and cyclists to use it. Many cyclists choose to ride on the wider Park Street footpaths – between St Kilda Road and Kings Way – rather than expose themselves to the safety risk of riding on the roadway. The introduction of the bike paths will greatly enhance the safety for all users including pedestrians, cyclists, cars and trams.”
- “Cyclists need to be provided with dedicated road space in the carriageway to facilitate merging (e.g. at Heather Street).”

- “The project in-principle is needed and long overdue as Park Street becomes more cluttered with trams, cars and bikes with little room for pedestrians let alone a vision of it as 'village heart' of the Domain precinct with its busy tram super stop in its centre and 5 banks of traffic lights between St Kilda Road and Kingsway.”
- “I would like to ensure that cyclists do NOT constantly cycle along the pavement of Albert Rd at dangerous speeds. This project should totally remove that option by providing a more attractive alternative route.”
- “With the projected increase in bike traffic in Park Street a separated bike path is essential for safety reasons. Albert Road would not be a viable alternative for local cyclists. There is too much additional distance involved.”

Expressions of concern regarding the bike path element of proposal

- “I do not support the shared ped/cycle path between Kingsway & St Kilda Rd. The CoPP has a proud history of putting pedestrians first, cyclists second and so on. This scheme puts pedestrians and cyclists into needless conflict with each other. Please revert to the separated bike lane as originally proposed.”
- “I welcome the landscaping content of the plan, but I very strongly object to the inclusion of a bike route in Park Street east of Kings Way.”

Responses referencing traffic movement and parking

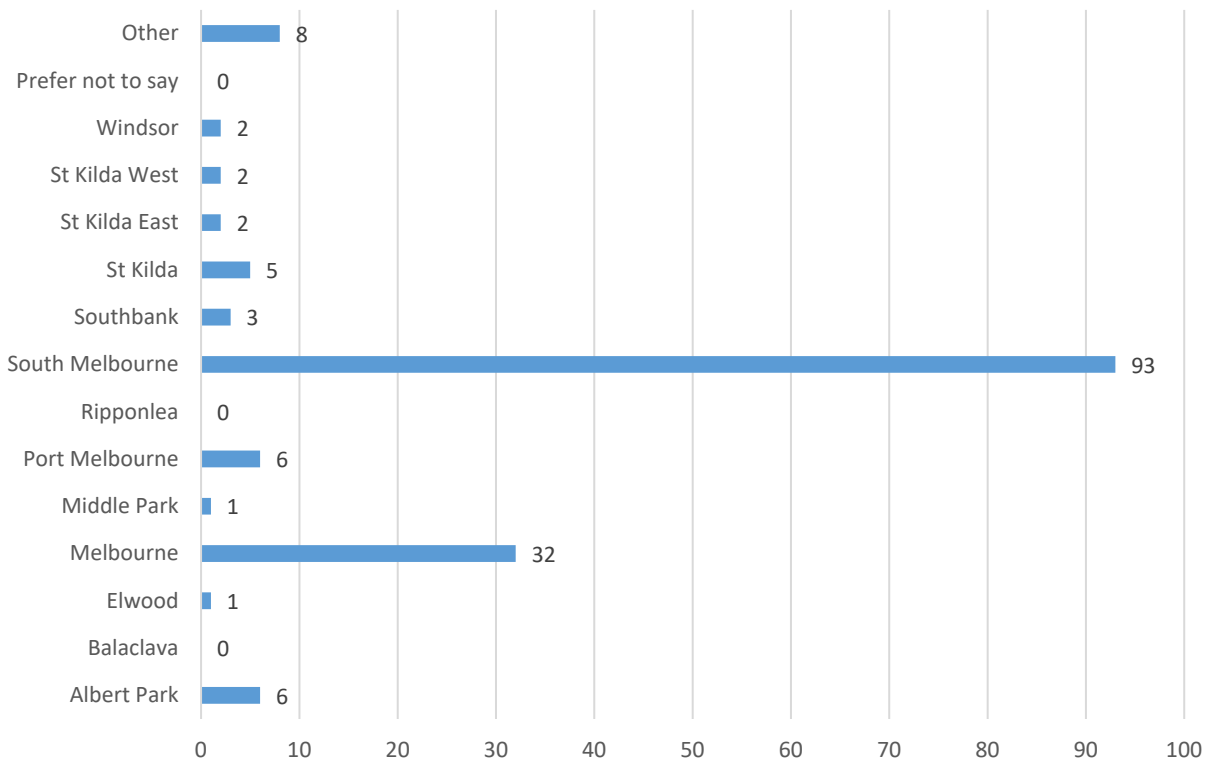
- “I encourage and strongly contest council to not reduce the number of car parks in Park St. I would also suggest they make all the current parking on Park St Permit only.”
- It's great and looks like a huge improvement. The issue residents from... *[details have been redacted to remove any personally identifying information]* ... have is having to do a U turn on Wells St to be able to travel down Park St towards Kings Way.”

Responses referencing the greening and general upgrade of the street

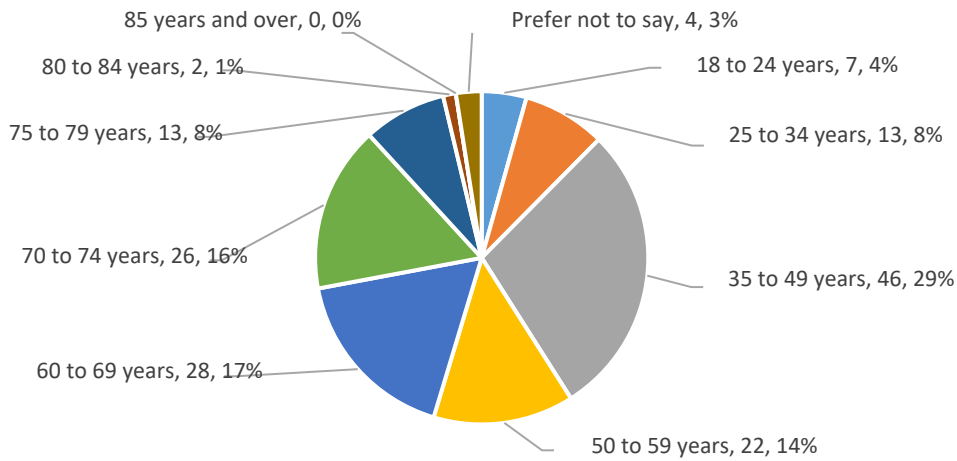
- “This project will significantly improve Park Street for the overall community and result in a balance by providing a bike path, introducing greening and landscaping, upgrading the footpaths and retaining some parking transforming an ugly street to something much more pleasant.”
- “Crossing Kingsway as a pedestrian is always stressful. Anything to reduce the wind tunnel and increase shade and greenery would be a massive improvement.”
- “I welcome the landscaping content of the proposal, but very strongly object to the inclusion of a bike path on either or both sides of Park Street.”
- “I would like to congratulate the Council on developing such a comprehensive and well-thought-out set of proposals.”
- “More plantings and green space. Park St is a horrible concrete cemetery currently.”
- “It is a win-win for pedestrians, cyclists, public transport users, residents and businesses.”

DEMOGRAPHIC PROFILE OF RESPONDENTS

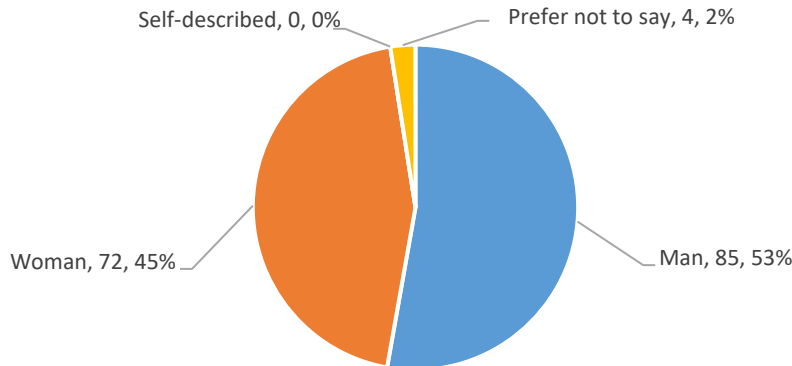
Q11. Which suburb do you live in?



Q12. Please indicate your age group



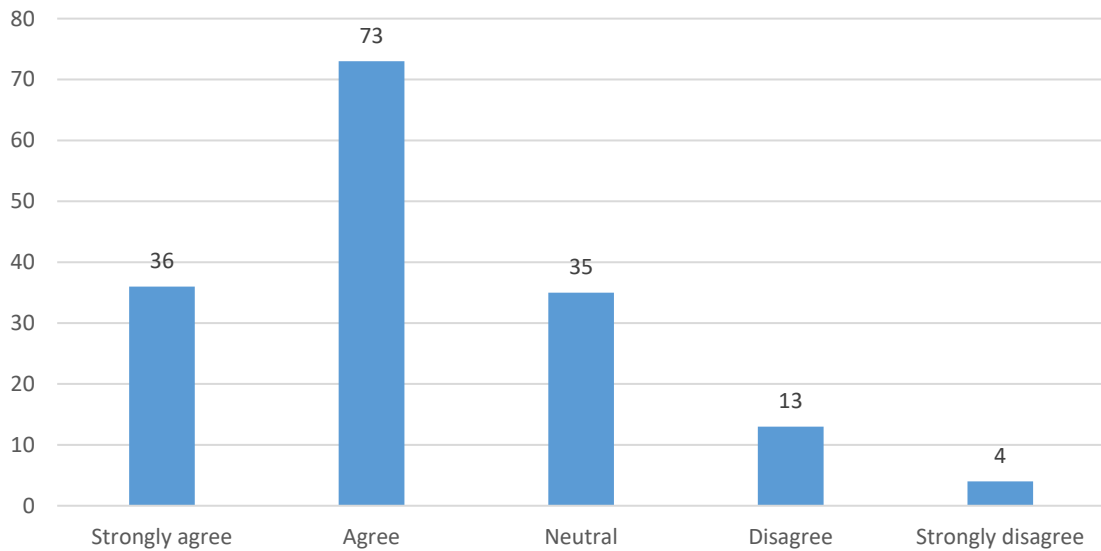
Q13. Which gender do you identify with?



Q14. To what extent do you agree/disagree with the following statements:

a) “Council provided me with access to information to enable me to meaningfully participate in this process.”

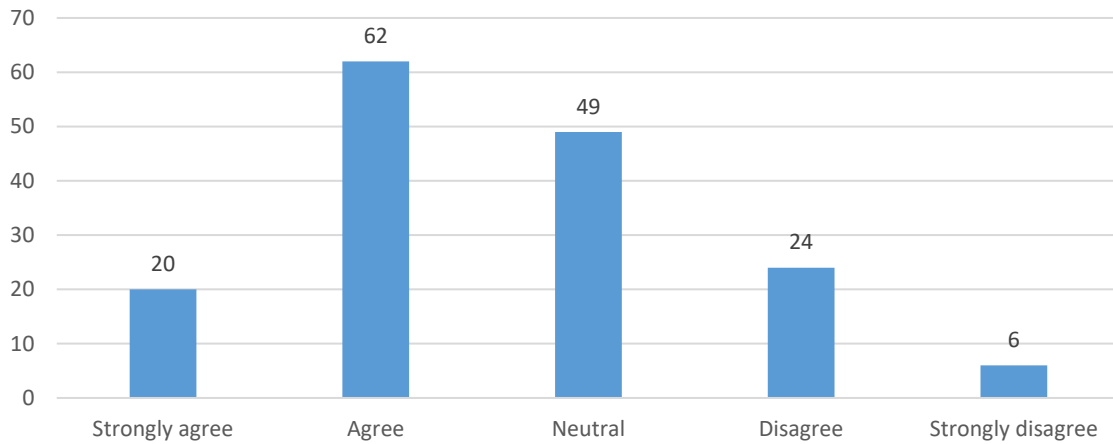
Over 67 per cent of respondents (109; 67.70%) strongly agreed (36; 22.36%) or agreed (73; 45.34%) with this statement. Seventeen respondents (10.56%) either strongly disagreed (4; 2.48%) or disagreed (13; 8.07%), and 35 respondents (21.74%) indicated a neutral response to this question.



b) “Council actively supports community involvement in decision-making”

Just over half the respondents strongly agreed (20; 12.42%) or agreed (62; 38.51%) with this statement. Six respondents (3.73%) strongly disagreed and 24 respondents

(14.91% disagreed. Forty-nine respondents (30.43%) indicated a neutral response to this question.



Q15. How could we have made your experience better?

The following provides a sample of the responses received to this question.

- “By having a public meeting with physical presence of the public which the current pandemic is making almost impossible. Maybe this project should be delayed until this possibility becomes available.”
- “Stop relying on some thought bubble in a high-level strategy years ago that ignores the changes since.”
- “I feel like the survey questions were strongly focused around car parking, without providing good prompts to consider other issues such as local amenity or comfortable cycling and walking.”
- “Nothing for me really. But maybe a women/family/children centric cycling analysis team should be established to ensure appropriate solutions are generated especially to gain future users.”
- “Actual streetscape improvement measures seem somewhat buried in the design report and weren't so easy to find at first glance.”
- “More advertisement of virtual meeting. Love when info is posted to Instagram.”
- “It was very easy to access the information and contribute my thoughts. Thank you, CoPP for involving local residents in this process, and for working to improve the amenity of this important precinct.”
- “More videos would enrich the engagement... especially for time poor folk.”
- “I just wish I had known about it sooner. The first I learnt was due to a sign in the street (which I am glad were put up). Now that I used the website on the sign, I have signed up for updates so I should be able to make myself better informed now.”

Community Comments- Key Themes

A careful analysis conducted of all feedback, whether shared via the Have Your Say survey channel or via direct submission, was conducted.

Key themes identified from the 136 survey comments and 56 submissions (shared in the appendices included in this report). are listed below in order of community priority:

Key Themes	Survey comments	Submission comments	Total
1) Comments in support of the bike lane	68	22	90 <i>(53 against)</i>
2) Support for greening and footpath upgrade	47	37	84
3) Comments in opposition to the bike lane	31	22	53 <i>(90 for)</i>
4) Concerns related to impacts on traffic at Kings Way westbound	19	21	40
5) Concerns related to existing safety on Park Street	23	8	31
6) Concerns related to proposed footpath width and pedestrian link to Anzac Station	11	16	27
7) Concerns related to potential for pedestrian / rider conflicts	14	7	21
8) Concerns related to lack of safe pedestrian crossing times at Kings Way	12	6	18
9) Concerns related to carparking loss	9	7	16
10) Concerns related to safety at Heather Street roundabout in design	3	3	6
11) Concerns related to removal/ replacement of existing trees incl. the olive tree	4	1	5

Ask a Question

The Ask a Question function on the Have Your Say page was open throughout the engagement period, providing the opportunity to share questions and answers publicly on the page throughout the consultation period.

In addition, on the following three occasions, all four members of the Major Transport Project Team were present for live 'Q&A' sessions, in which responses were provided in real time to community members who logged in at the following session times:

- Tuesday 23 November 2021, 7 pm to 8 pm
- Monday 29 November 2021, 12 noon to 1 pm
- Thursday 9 December 2021, 7 pm to 8 pm

The above times were promoted on the website and through City of Port Phillip's social media channels.

Questions raised via this channel covered a range of matters, including a request for further details regarding accident statistics; a request for a clarification re footpath width; an enquiry as to what would happen to bluestone disturbed by any works and a request for more information regarding plans for the 'greening' of the street as part of the proposed improvements.

In total, 21 contributions were made through this channel. A sample of questions and responses are provided below:

Q "Will be bluestone curb be re-used in project as the curb is relocated? It is worth for both last tie to heritage of the area, and on embedded CO2 in bluestone vs concrete curb; as well as avoiding the bluestone ending up in landfill."

A "Thank you for this question, Yes, wherever possible, the bluestone kerbing will be reused within the project.

As a project team, we've been working closely with our City of Port Phillip Heritage Team colleagues throughout the concept development, to ensure that any elements of heritage significance within the area are not impacted.

In relation to your concerns about bluestone ending up in landfill, I can confirm that in instances where there is a requirement for the removal of bluestone, the City of Port Phillip store this important asset for re-use/reinstallation.

Sincerely,
David MacNish
Senior Project Landscape Architect"

Q “It is stated that there are 20 accidents over the last 5 years. Is this a high number? How many of these accidents involve bicycles?”

A In terms of quantity of crashes, this number of crashes in the length being assessed would be considered very high when compared to other areas within the City of Port Phillip. This has been an ongoing issue in this location - these numbers are in keeping with previous reporting periods, highlighting that this is a continuing concern.

It is worth noting that crashes are only recorded when an official police report is lodged, as such, minor accidents (i.e. where no significant injuries are sustained) are not often reported and would not be captured in these counts.

Of the 20 reported crashes, 16 relate to the section between Kings Way and St Kilda Road.

Of the total crashes, 3 of these involved bikes and 6 involved pedestrians.

The independent Safe Systems Assessment undertaken on the current concept design, when compared to the existing streetscape, shows a significant increase in safety for vehicles, pedestrians as well as bike riders.

Tom Mason
Acting Head of Major Transport Projects Domain Precinct”

Q “The removal of native trees on the south side of Park St, is a real shame, as they are an unusual tree and survived in a very harsh urban environment. Replacement with deciduous species for purpose of solar access, sounds good, but when you consider the built form, footpath to be narrowed, powerlines/tramlines to require trees to be trimmed, and the bleak street we will have to admire 6 months of the year, it is not really an improvement, so how can it be assessed as an enhancement?”

A “We've had a number of similar comments related the more mature trees in the street and the various Brachyton species on the southern side of the road. They are spectacular in flower and older specimens provides valuable shade.

Based on community feedback, where possible/viable, as a team we will look to adjust areas of the design within the next phase of the project, in order to retain as many of the native trees on the south side of Park Street as possible.

In relation to your comments re evergreen vs deciduous, it is worth noting the proposed *Ulmus parvifolia* are semi-deciduous in Melbourne and as such have a shorter period where they do not have leaves.

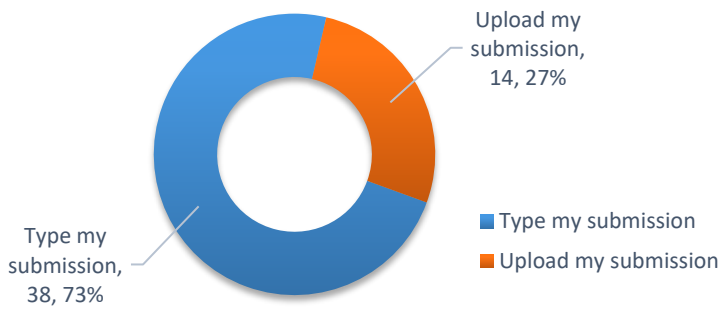
The majority of the smaller *Brachychiton* on the south side of Park Street are *Brachychiton acerifolius* (the more pyramidal shaped tree when young), and these are also considered semi-deciduous, generally losing their leaves in late winter to December.

Yours,
Jonathan
Senior Arborist Domain Precinct”

Submissions

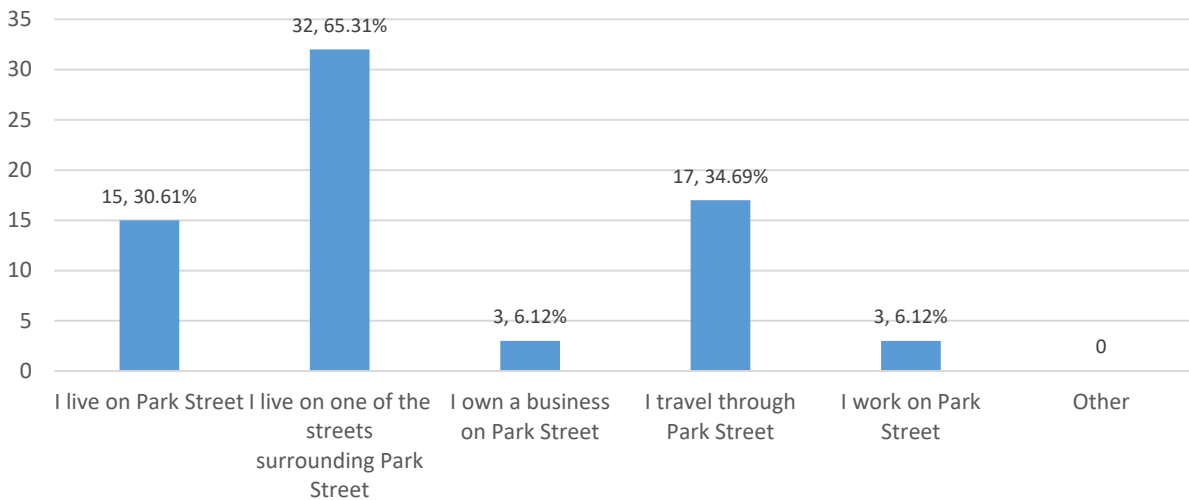
Members of the community who wished to make written submissions through the Have Your Say platform could choose to do so via either typing their submission directly into a comment box or by uploading their submission document to the site.

Forty-nine individuals chose to provide their submissions via Have Your Say, with 73 per cent of these submitters choosing to upload their submission.



As part of this online submission process, submitters were asked to indicate their connection to Park Street from a list of options. Multiple selections were allowed.

All 49 respondents answered this question.



Appendices

Appendix 1

The following submissions were uploaded to the Have Your Say web page.

Please note: submissions have been edited in cases where personal details, including building addresses, were provided.

Submission 1

I fully support the Council's proposals for the beautification of Park Street, South Melbourne and for the construction of bike paths in the street between St Kilda Road and Kingsway as outlined in the Council's website.

My reasons are as follows.

1 Connections

- Park Street provides a more direct rider connection across Kingsway to South Melbourne, Port Melbourne, South Bank etc from St Kilda Road and Domain Road than any other alternative route.
- Albert Road is not the optimum route for local cyclists in sub-precincts 2 and 4 wanting to get across Kingsway. There is too much additional distance involved.
- Park Street will be the bike link of choice for cyclists travelling to and from Anzac Station.
 - Park Street and its footpaths are already well used by cyclists, and this will only increase once the Domain Road/St Kilda Road intersection is re-opened with the completion of Anzac Station.
- From a strategic bike-path network perspective, Park Street is a key connection route between east and west.
- Park Street is a strategically important east-west bike riding connection. It will link the Domain precinct and Anzac Station to South Melbourne, Port Melbourne, South Bank, Docklands and Fisherman's Bend. It will also be a link from South Yarra and beyond via Domain Road which leads directly into Park Street.

2 Safety

- Many cyclists choose to ride on the wide Park Street footpaths – between St Kilda Road and Kingsway – rather than expose themselves to the safety risk of riding in Park Street.
- The introduction of separated bike paths in Park Street will greatly enhance the safety of pedestrians, cyclists and motorists.
- With the projected increase in bike traffic in Park Street, a separated bike path is essential for safety reasons.

3 Catchment Area

- Cycling activity in precinct 4 is anticipated to skyrocket in the foreseeable future, with the construction of many new residential towers. A review of planning permits shows that more than 1,500 bikes will be housed in these developments – all of which will use Park Street to cross over Kingsway.

4 Beautification/Streetscape

- The beautification and ascetics of Park Street are a high priority given its connection to the new Anzac Station and the soon to be refurbished and extended Albert Road Reserve.
- The Park Street streetscape is currently drab and uninviting. The beautification along with the introduction of the bike paths will greatly enhance its visual appeal and the level of community activity in the area.

5 Parking

- It is great to see the proposed availability of parking will be maintained in Park Street, at the same time that the streetscape will be beautified and greatly enhanced visually.

6 Community Activity

- Any idea that future development along the south side of Park Street will make the revised footpath unworkable is shown by these plans and diagrams to be unwarranted speculation.
- The introduction of landscaping to Park Street will also facilitate an enhanced streetscape and lead to a heightened level of social/retail activity.

7 Cycling Activity

- There is no doubt that the significant increase in the level of bike traffic in the past decade and a half will continue to grow.
- Bikes provide a low cost, environmentally friendly and convenient mode of travel.
- The proposal recognises the growing bike-use trend. It will improve local access in the City of Port Phillip and assist in lowering the ever-increasing level of traffic congestion.
- The proposal will also be good for local businesses.

8 Conclusion

- Park Street is an essential bike link between East and West and is critical to the effectiveness of the bike network in the City of Port Phillip and beyond.
- As CDM Research found, the Park Street bike link best meets the dominant-use case of local transport riding trips for commuting to work, shopping and other activities along an arc running from Fisherman's Bend, Port Melbourne, South Melbourne through to South Yarra.
- A well-designed Park Street bike link makes really good sense regarding strategic alignment, cycling activity, crash history, commuter demand, catchment capacity now and in the future, and ease of delivery. I want to take this opportunity to commend Council officers on their proposals and for the comprehensive and well thought out set of papers that they presented on this proposal. It is an outstanding piece of work.

Submission 2

We welcome Council's objective to improve the Park Street streetscape between St Kilda Rd and Kings Way. However, we consider the current concept design proposal sets the wrong balance between the interests of through traffic users (tram, road, bicycle and pedestrian) when compared to the needs of the residents of this area, who we submit should be the first concern of Council.

We also question whether the concept design has given consideration to the impact on Park Street of the thousands of new residents who will soon occupy the apartments at 39 Park Street, 8 Palmerston Cres, 41 Bank St, and 13 Cobden St, and the many other planned developments to follow.

Objective 1: Making the street more attractive and comfortable, by introducing more street trees and garden beds, increasing shade and minimising the wind tunnel effect We strongly support the objective of significantly improving the current plantings, creating more shade and minimising the wind tunnel effect. However, there is very little in the proposal that will enable this objective to be delivered:

- Removing all current trees on the south side of Park Street and many on the north side is a very significant backward step which will leave Park Street more barren and unwelcoming for at least five years
- The flowering brachychiton and other species add colour at this time of the year and their foliage greens the neighbourhood; the heritage olive tree has been a feature of Park Street since the 1980s and is another casualty of the plans - As the concept plan acknowledges, beside the tram stop 'existing trees will be removed with limited space for adequate tree growth'
- There is nothing offered within the plan that addresses the wind tunnel effect – we need the existing trees to alternate with dense bushy plantings of medium height (2 metre) evergreen shrubs at right angles to the street in an attempt to provide better wind protection for pedestrians - our neighbourhood continues to lose healthy mature trees – most recently Council permitted all of the street trees to be removed around the development at 8 Palmerston Crescent, and further significant tree loss is proposed in the legacy design for Anzac station.
- While consistent plantings may be desirable as a long-term objective, we do not support the removal of viable trees in the name of creating consistency.

Objective 2: Introducing safe bike lanes that will connect St Kilda Rd and the future Anzac station to South Melbourne's homes, businesses, schools, shops and market.

We support the creation of the bike lane but do not accept that it should be allowed to negate the first objective of improving the streetscape. In the concept design the bike path is being given priority - it is being given 2 metres width in each direction, requiring narrowing of the footpath, making footpath dining untenable, taking out most of the on-street parking and destroying the amenity of our neighbourhood by requiring all of the trees to be removed.

With a dedicated bike path already committed to run from Anzac Station into South Melbourne along Albert Rd, we cannot see how another off road dedicated bike path can be justified on Park Street at the cost of amenity, safety and parking for residents. We therefore submit that the design of the bike lane has to be reconsidered in this short section of Park Street to provide a fair

compromise for all users: - the bike path needs to share the carriageway with vehicles through the narrow section beside the tram stop (a 20km per hour speed limit could apply for this section) - before and after the tram stop it should become a narrower path that sits inside the existing line of trees so that it is effectively sharing the space available on the footpath. We note that traffic in Park Street is congested so vehicles are typically travelling slowly.

Objective 3: Upgrading the footpath, making it appealing for pedestrians and outside diners alike. We are concerned that the plan to reduce the footpath width has not considered the significant additional movement of pedestrians to and from the Anzac station along the south side of Park St.

There is no information on how the plan will encourage outside dining: in fact, there are currently two locations in Park Street which offer outside dining (Mr Margherita and the Olive Tree). Both businesses are located beside the tram stop and will therefore lose their outside dining option to the proposed new bike path alignment. Outside dining will not be attractive in Park Street unless the wind tunnel effect can be mitigated by more thoughtful planting.

Objective 4: Improving safety for all road users, including introducing safer speeds. As a building with car park entry off Park Street we are concerned that the safety of pedestrians and cyclists is carefully considered in the detailed planning. We acknowledge the adjustments made to the initial plans to retain four of the nine on street parking spaces adjacent to the Hallmark.

As the concept design recognises, provision needs to be made for Hallmark bins to sit on the Park Street pavement and for the safe weekly collection of rubbish. We are grateful for the support from Council for the signalisation of the Park St/ Palmerston Cres/ Wells Street intersection which has improved the safety for road users and pedestrians. Conclusion We are concerned that the concept design for Park Street tries to accommodate too many methods of travelling through our neighbourhood: - a major tram corridor carrying at least three routes - a major bike through route with wide dedicated bike paths in both directions - a major pedestrian route to/from the new Anzac station - a major arterial road connecting St Kilda Rd and Wells Street through to Kingsway. We consider the concept design released by Council is prioritising the needs of all these through users at the expense of the amenity and needs of local residents.

We therefore recommend that the plan be substantially revised to rebalance towards residents' needs.

Submission 3

Whilst certain aspects of this proposal are welcome, particularly the increased landscaping and alignment of poles, there are many problems with the introduction of the bike path between St Kilda Rd and Kings Way.

Namely:

1. The dedicated bike path will be located on the footpath for two thirds of the distance.
2. Most retail activities of current and future developments will have use restricted to 1.5m.
3. Despite the footpath currently being 6m+ wide, pedestrians will be restricted to 1.8m.
4. Park St is the last street prior to the city enabling cars to turn right onto Kings Way. The tram stop currently creates a bottleneck during afternoon peak (3-6pm) causing traffic to bank back into St Kilda Rd and also up Wells St as far as Coventry - the introduction of the bike path will significantly reduce the number of cars clearing each green light.

Accordingly the traffic gridlock will be greater, including limiting the ability of residents to exit building carparks.

5. Statistics are being used selectively - bike use in this section of Park St is limited and crashes are rare.
6. Alternatives exist to take bikes off St Kilda Rd, including at Toorak Rd, behind Mac.Robertson Girls High School and into Albert Rd West.
7. Loss of a further 11 car spaces. Note, the super tram stop already eliminated 50% of the spaces.

The project is being promoted as a Streetscape Improvement Project, which would be welcome in its own right, but the addition of a dedicated bike path in the section of Park Street between St Kilda Rd and Kings way will destroy the future vision for a community hub.

The focus of the design should be on the needs of the people who live, work and shop in the area, not potential through travellers on bikes. Why would bike riders travel from Fishermans Bend to Anzac station? Or indeed, anyone choose to ride up Park St to get to Anzac station?

The proposal continues the fallacy of linking the bike lane proposal to the ITS. The 2018-28 ITS did not envisage a super tram stop in this Eastern end of Park St. Nor was a bike link preferred in a street with fixed line (tram) transport.

The consultation document suggests that the loss of parking spaces will be offset by arranging increased spaces in Bank St. This is very misleading. Council wells knows that the extra spaces in Bank St (whilst welcome) are miniscule when compared with the spaces lost in the area due to Anzac Station (Albert Rd), the Super tram stop (Park St), and now this proposed bike link (Park St).

As mentioned earlier, the landscaping improvements are welcome, but the implementation of bike links in the eastern end of Park St will destroy the prospect of a vibrant community hub being created in the area. It is my submission that it will also increase significantly the incidence of pedestrian/bicycle crashes, particularly in the area of the tram stop.

Submission 4

In response to a letter dated 17th November 2021 advising of the Park Street Streetscape Improvement project, I make the following comments.

I am a long-time resident of [redacted] for more than 30 years, and my residence fronts Park Street in the subject area. (South side).

My comments are limited to the temporary measure between Kingsway and Moray Street.

1 Street Trees.

Street trees planted on the nature strip outside City Edge 79-139 Park Street (a slum redevelopment project in the early 70s) were Australian natives as was the fashion at the time.

Many of these trees have since died or blown over, the last one, (tree#110) on 27th November last, 2 weeks ago and another car was damaged as a result of this.

Not only have some trees progressively died and fallen over, as evidenced by the clear nature strip and gaps in the plantings in the section between the former church and Eastern Road. This shows the extent of progressive losses over time, some going back about 20 years.

These trees have also extensively damaged adjacent infrastructure.

The remaining trees are misshapen as a result of being overshadowed some time ago by former native trees on private which have since been replaced mainly by more appropriate deciduous varieties.

2 Street lighting.

The landscape plan does not address the impact of trees on street lighting or assess street lighting needs of the precinct.

The trees in front of City Edge at the moment present a black hole for pedestrians and cyclists at night as street lighting for this section of Park Street is on the other side of the street and light does not penetrate the vegetation.

As there are no trees on the nature strips adjacent to the Eastern Reserves this is not an issue there.

It is my view that all the existing vegetation in front of City Edge should be removed and a fresh start with trees more suitable and in keeping with the broader streetscape and drawing on the presence of elm trees throughout Park Street, building on this existing landscape character as stated in the report as well as avoiding a vegetation hot patch as elderly trees are likely to fall over/die out of sequence with future plantings.

3 Related Traffic management Issues. Access to Law Street and City Edge.

The plan shows only 1 lane for through traffic in each direction in Park Street.

No allowance for entry access to Law Street (one way from Park Street) is shown, nor for two ways in both directions access/exit to/from the 2 double driveways servicing the 43 residences at City Edge. Adequate holding lanes must be provided for safe entry/exit from these driveway locations.

Remaining c50 year old native trees misshapen and unbalanced will continue to fall and smother nature strip grass. The grass adjacent to the fallen tree is green because of watering and being looked after by adjacent owner. The remainder of the naturestrip is barren. Branches have often been knocked and broken by passing traffic and have fallen onto and damaged parked cars. Council has failed to maintain adequate clearance above roadway.

Submission 5

My comments are as follows:

- 1 GENERAL This project incorporating a bike link between Moray Street and St Kilda Road was first flagged to the local community back in 2017. For too long however there has been roadblocks put in the way of delivering this project. I consider that the amended concept design that is currently before the community for feedback demonstrates a very good compromise and balance of the competing requirements, and considerable improved benefits and should now be proceeded with without delay.
2. CONNECTIONS The CDM report which was tabled at the Council meeting on 03 March 2021 clearly demonstrates the need for a bike path along Park Street. Having a bike path network which allows cyclists options to use different travel routes is a necessity and Park Street is a strategic part of that network of cycling routes in the City of Port Phillip. Any proposal for pop-up bike path "Route K" to be proceeded with instead of, or as a priority to the Park Street bike path is not supported.

I submit:

- 2.1 The redevelopment of Park Street is critical to the success of Anzac Station given its proximity.
 - 2.2 The proposed Route "K" bike path behind Mac Robertson school diverts cyclists completely away from Anzac Station and will not cater for cyclists using Anzac Station.
 - 2.3 Park Street delivers cyclists travelling East / West directly to and from Anzac Station and shall support the Albert Road bike path in doing so by capturing different travel movements to Albert Road and by sharing traffic volumes.
 - 2.4 Park Street provides a more direct and shorter cyclist connection from Anzac Station to South Melbourne, Port Melbourne and Fisherman's Bend from St Kilda Road and Domain Road than any other alternative route.
 - 2.5 Route "K" does not cater for local riders who live or work north of the St. Kilda Road / Toorak Road / Queens Road intersection. These riders are likely to use Park St as it is the optimum and shortest route to travel in an East / West direction.
 - 2.6 The direct connection of the Park Street bike path with St Kilda Road, Albert Road and Moray Street bike paths shall result in greater options for cyclists to ride to where they are wanting to go and to be able to cross between these bike paths.
 - 2.7 Park Street shall provide an important cycling connection in both directions with Domain Road in South Yarra and the Kings Domain without cyclists having to alight their bicycle to cross St Kilda Road. The Albert Road bike path in contrast only allows this in one direction due to the placement of the Tram Interchange and Anzac Station on St Kilda Road.
 - 2.8 A redeveloped Park Street will provide a gateway to the Cobden Street Pocket Park and the whole Kings Place Plaza to the south of Park Street.
- 3.0 SAFETY

Having lived in Albert Road close to the corner of Park Street for the last 23 years, I consider the improvement of safety in Park Street is of paramount importance. I have witnessed many near accidents and road rage involving vehicles, pedestrians and cyclists in Park Street and have had near misses myself when using Park Street as a pedestrian and driver.

Despite owning a bike, I have never had the confidence to cycle along Park Street due to the absence of any protected pathway to use. It is understandable why cyclists would choose to use the footpaths rather than expose themselves to the safety risk of riding on the roadway. However, this also creates an unsafe situation for pedestrians.

I have experienced numerous cyclists whizzing up from behind me on the footpath and weaving in and around me. On occasion I have been left shaken by the experience such as the speed of these cyclists and unexpectedness of their approach. For those walking dogs on leads along Park Street it can result in clashes with cyclists as dog movements are not always predictable. Interactions with cyclists in driving along Park Street can also be a fraught experience.

As a driver, I have had cyclists hanging on to the back of my car whilst slowly moving in traffic along Park Street. My vehicle's paintwork has also been inadvertently damaged from cyclists skimming past my vehicle as they have endeavoured to avoid the bank up of traffic queuing at traffic lights particularly at the Kings Way intersection. Additionally, I have witnessed, much to my horror, cyclists riding down the centre of the Super Tram stop on Park Street and using its platforms as a short cut to get where they are going in the shortest possible time.

I submit:

- 3.1 This design for the redevelopment of Park Street incorporating protected bike paths to each side of the roadway will result in improved safety for all users including pedestrians, cyclists, cars, and trams, thus helping to reduce accidents.
- 3.2 The prioritising of safety for Park Street is considered by my family as a key and welcome inclusion in the design, as we are almost daily users of Park Street.
- 3.3 The safety issues at the Kings Way intersection have been a deterrent to using Park Street to cross Kings Way. The removal of the left-hand slip-turn into Kings Way and widening of crossing wait areas incorporating a priority system for pedestrians and cyclists would result in greater safety. The current sequencing of the lights East / West is such that it does not reasonably allow people with dogs and prams or for someone with impaired mobility to cross the intersection in one go. Often there are clashes with cyclists also waiting to cross the road at this point. This can lead to a frightening experience when caught mid-point due to the narrowness of this central wait area with the added complexity of trams and the speeding of passing vehicles on this section of roadway with large trucks creating gusts of wind.
- 3.4 A safer Park Street is a necessity to accommodate for the sizable increase of pedestrians and cyclists expected on completion of Anzac Station and with the highdensity development of sub-precincts 2 & 4 of St Kilda Road North.
- 3.5 I consider a safer Park Street is likely to encourage more family groups to use it and explore the local neighbourhood.

4 BICYCLE PATH

As the CDM report found the Park Street cyclist link best meets the dominant-use case of local transport riding trips (East-West) for commuting to work, shopping and other activities along an arc running from Fisherman's Bend, Port Melbourne, South Melbourne through to South Yarra.

I submit:

- 4.1 Park Street is much used by cyclists despite claims within certain sections of the community that it is not, and a bike path is unwarranted.
 - 4.2 The introduction of protected / designated bike paths to the north and south sides of Park Street is critical to the success of redeveloping Park Street to cope for future growth and use.
 - 4.3 The introduction of a bike path is essential as a review of current planning applications and permits indicates more than 1500 bikes will be housed in new developments which are likely to use Park Street for cycling. This reflects the change to more sustainable and low-cost transport options and a decrease in the number of vehicles being accommodated in these developments.
 - 4.4 It is likely that more people in existing residential towers and offices in the area will opt also to use bicycles in the future if more and safer bike paths are provided in the area as part of the overall cycling network further reducing the number of cars on the road.
 - 4.5 The bike paths will assist with lowering traffic congestion as vehicles will no longer be held up by slow moving cyclists using the roadway on Park Street.
 - 4.6 A protected bike path will reduce the amount of indiscriminate bike riding on the footpaths.
 - 4.7 I am hopeful that the introduction of a protected bike path in Park Street will help me to regain my confidence to take up bike riding again.
 - 4.8 A protected bike path will also assist older members of the community and families with young children to feel a greater sense of security and comfort in using Park Street.
 - 4.9 A bike path will make it more pleasurable for residents and visitors alike in using Park Street and add to the overall amenity of the street.
 - 4.10 It will encourage cyclist stop offs at cafes / coffee outlets along Park Street and result in overall activation of the street improving local business.
 - 4.11 A bike path will result in more people living in the vicinity of Park Street likely to use bicycles for short trips and pickups from the South Melbourne Activity Centre and the proposed Woolworths Metro store on the corner of Park St and St Kilda Road rather than using cars.
 - 4.12 The introduction of bike paths will support the growing focus on health and fitness within the community.
 - 4.13 The Park Street bike path will allow easy access to the nearby Kings Domain for recreational and exercise and further connect to the Yarra trail along the river.
- 5 PARKING The retaining of some parking in Park Street whilst impacting on the design of the proposed bike paths to the northern and southern sides of footpaths is a good compromise and balance of needs.
- I submit:
- 5.1 The inclusion of some parking along Park Street with supplementary parking in Wells Street and Palmerston Crescent will minimise vehicles attempting to double park on street and impacting traffic flow along Park Street.
 - 5.2 The conversion of angled parking in Bank Street to 90 degree parking resulting in 30 additional parking bays within walking distance from Park Street will provide additional and adequate support to Park Street buildings and for visitors who are unable to use other transport modes.
- 6 FOOTPATHS The existing footpaths in Park Street at 6 metres width average are extremely wide in comparison with other roadways and streets in the area and require upgrade and

repair. The design is supported despite proposing to narrow these to either side of Park Street to allow for the incorporation of bike paths, outdoor dining and landscaping.

I submit:

- 6.1 A narrower footpath is not a barrier to creating a beautiful, functional, and active street with intimate settings along it.
- 6.2 The narrowing of the footpath will not be detrimental to traders on Park Street as areas are included in the design for outdoor seating and dining both sides of the road. There are good examples of Carlise Street in St Kilda (2.7m and 3m sections), Chapel Street in South Yarra, Ormond Road in Elwood, Brunswick Street in Fitzroy, and Smith Street Collingwood whereby narrower footpaths work well, and traders thrive.
- 6.3 This will result in a safer and dedicated area for pedestrians to use and shall be wide enough for passing and comply with DDA requirements for wheelchair users.
- 6.4 The addition of street furniture and additional wastebins inclusive of dispenser doggy bags is desirable to ensure that Park Street remains clean and debris free.
- 6.5 It is imperative that additional bicycle hoops are provided on the footpath at the location of the entry off Park Street of the proposed Woolworths Supermarket which will also service those travelling to Anzac Station as well as in locations of outdoor dining.

- 7 **BEAUTIFICATION / LANDSCAPING** The beautification of Park Street is considered a high priority given its connection to the new Anzac Station and the refurbished and extended Albert Road Reserve as well as the Kings Place Plaza. The streetscape has remained drab and uninviting for too many years.

I submit:

- 7.1 The plans for introducing additional elm trees to form a continuous canopy and the other landscaping proposed shall change Park Street from being an “ugly duckling” to the “Black Swan” it deserves to be.
- 7.2 Park Street shall be transformed into something which the community will be proud of and shall be a good gateway to St Kilda Road, Anzac Station and the Kings Domain.
- 7.3 The beautification will enhance the social amenity, outdoor dining and visitor experience.
- 7.4 Residents are more likely to choose Park Street cafes and other outlets to visit if the street is visually appealing.
- 7.5 The introduction of additional Elm trees to Park Street will assist in cooling this urban environment and the continuous canopy will reduce the effect of the strong winds which currently prevail at pedestrian level.
- 7.6 The greening of Park Street will improve the view from apartments and offices lining its length and add value to these properties.
- 7.7 The incorporation of areas of landscaping at ground level will result in a good barrier between pedestrians and cyclists using Park Street.
- 7.8 One of the most enjoyable areas to walk close to Park Street is the western section of Wells Street between Bank Street and Dorcas Street which has a narrower footpath, continuous canopy of trees and underplanting and is an example of what can be achieved.

- 8 **CONCLUSION** I submit that the implementation of this project is critical to the success of Anzac Station and shall provide many benefits for the community and visitors to this area of the St Kilda Road North Precinct, The City of Port Phillip and Melbourne. The incorporation

of bike paths and resulting improved safety as well as significant beautification will result in Park Street becoming a “premier” east-west connection between South Melbourne and surrounding areas to St Kilda Road, the gardens in the Kings Domain and the Shrine of Remembrance. I applaud the council officers in putting this proposal together and the detail of material provided for community review and feedback.

I therefore fully endorse the draft concept design proposal prepared by Council Officers for the Streetscape Redevelopment of Park Street in South Melbourne and incorporation of bike paths.

Submission 6

If one of the primary concerns of the Park St Improvements is better pedestrian access from the future Anzac Station to South Melbourne, it is probably a rare person who would be easily convinced that the proposed measures are much more than superficial.

Given that Anzac Station will have exits on the western side of St Kilda Rd, it means someone arriving to Anzac Station will already be relieved from having to cross St Kilda Rd, and once that same person gets past (west of) Kings Way, any of Park St’s other intersections are small enough that they are not pedestrian-unfriendly.

Kings Way, however, is a significant enough intersection that if it is not pedestrian friendly, it alone would categorically prevent the whole Park St Anzac-to-Moray trip from ever feeling pedestrian-friendly. At that intersection as it currently is, I am often witness to a more capable pedestrian having to gesture to idling traffic and escort a pram-pushing parent or elderly person or wheelchair user across Kings Way in the initial moments of a green light because such users were unable to make the crossing in the timeframe of the crossing signals. But even for the most capable pedestrian, simply the act of waiting on either side of Kings Way or at one of the islands in the middle leaves one feeling in unnerving proximity and uncomfortably exposed to one of the more substantial traffic flows in Melbourne.

Proposed measures like removing the left turn slipway for westbound cars from Park St to Kings Way does nothing for the main problem, which is the length of the pedestrian crossing beyond. Consequently, it seems a large oversight for Port Phillip Council to not have seriously considered (or be considering) a pedestrian overpass.

The four corners of the Park St-Kings Way intersection may not have a lot of available space for the ramps leading up to and down from a pedestrian overpass to, but if Port Phillip Council is already committed to the Cobden St Pocket Park, a pedestrian overpass could originate in the pocket park, and its western end could do one of two options:

- 1) Descend in a loop at the east end of Napier St (which is already configured for low use, with its narrow cobbled crossover which only links to the Kings Way service lane, so any current functions that), or;
- 2) Turning hard to the north and descending straight down alongside Daryl Jackson’s City Edge apartment complex. I have attached diagrams of each option on following pages, with green indicating the Cobden St Pocket Park and pink indicating the overpass alignment. Such scenarios would obviously not be strictly on the Park St axis, but with the use of suitable wayfinding measures to lead pedestrians of Park St along Miller Lane to the Cobden St Pocket Park (and vice versa in the reverse direction), it would still be a

suitably Park St-adjacent axis, which would firstly have the benefit of allowing pedestrians to avoid the Park St-Kings Way intersection entirely, but potentially have additional benefits, such as the variety provided by a more meandering non-linear path, as well as the activation of a broader footprint than simply Park St itself.

Additionally: - It would be great if any street planting was not just isolated trees in a sea of pavement (like the current north side of Park St between Kings Way and Eastern Rd), but were actually continuous bands of nature strip (like the current south side of Park St between Kings Way and Eastern Rd), to provide better separation between pedestrians and cars, and provide minor moments where people can interface with nature without having to go all the way to a park. –

- Where Eastern Rd has already been closed of and converted into green space between Eastern Rd Reserve South and Lillian Cannan kindergarten, it would make sense if the same could be done for the portion of Eastern Rd alongside Eastern Rd Reserve North (the dog park), and in either of these green spaces, a public exercise station is added (like the one in Kings Way Reserve on Bowen Cr), to avoid people who want to use the Eastern Rd facilities for exercise from having to compete with people who want to use the same facilities for eating and socialising.
- Any future tram stop between on Park St between Kings Way and Heather St would ideally be located between Eastern Rd Reserve North and Eastern Rd Reserve South, where it could act like a traffic island to facilitate pedestrians crossing between the two reserves (and it could also have planting moments integrated to provide continuity between the greenery of each reserve), whilst keeping the disruption of tram activity (embarking, disembarking, timetable announcements over loudspeakers etc) away from the residences between Kings Way and Eastern Rd

Submission 7

I would like to register my strong disapproval of the proposed Park Street Beautification program.

Whilst I welcome the landscaping content of the plan, I object to the inclusion of a Bike Path in the scheme because

- it compromises pedestrian traffic
- it further reduces vehicular traffic flow in Park Street
- from the perspective of cyclists, it is a sub-optimal design

There are no winners from this proposal.

The proposal does not prioritise pedestrians as No.1, and instead puts foot traffic last.

Any Bike Route in Park St East will throttle what will become the most prominent pedestrian street and community hub in the centre of a new high-density precinct West of Anzac Station.

There will be more than 22 new developments in the next 5-10 years.

A total of 11 development permits have already been issued, and 3 projects are in construction.

The precinct will create an estimated 4,400 new apartments and be home to a population of approximately 8,800 new residents and an estimated 2,000 office workers.

There are 16 new or existing shops and retail outlets approved as part of these new developments.

Seven shops are on the southern footpath of Park St and nine on the northern footpath.

Together, they will create a new community heart and gathering place around cafes, restaurants, mini supermarkets, and retail stores in Park St East.

This will be the future "village heart" of the Domain precinct with a busy tram super stop at its centre, and immediately adjacent to Anzac Station.

The bike route proposed reduces the 6-metre-wide footpath to 3 metres wide, and only 1.8-metres wide with outside dining.

The Bike Route also reduces the length of the 2-lane vehicle access to Kings Way traffic bottleneck by 50%.

The proposed bike route itself is compromised having to share the path with pedestrians and other fixed obstacles.

Please, redesign, preserve and enhance the pedestrian street, allowing the new retail and community hub to emerge and prosper. Please remove the Bike Route. We live here."

Submission 8

I own an apartment located near Park Street [details redacted] which is currently occupied by my daughter and her partner. I strongly support the council's proposal to introduce dedicated bike lanes along Park Street.

Cycling is consistent with making Melbourne more sustainable and as a result making cycling safer and more convenient is a very positive move.

Park Street is a strategic east-west connection between St Kilda Road and South Melbourne and Port Melbourne, and already used by cyclists. Introducing separated cycling paths will significantly improve safety for cyclists.

With cycling numbers expected to increase significantly over the next decade it is important to have a number of cycling routes within this precinct in order to spread volumes and thereby increase the convenience, safety, and effectiveness of the cities bike network.

I strongly support the Park Street separated bike path proposal.

Submission 9

Park Street (Kingsway to St Kilda Road)

A) Accidents Rate

The proposal to make Park Street lively is in line with Mixed Development Zone for this Sub-Precinct 2 where Park Street is the main thoroughfare.

As the thoroughfare, Park Street is gateway and will be heavily trafficked. Development plans should allow plenty of room for the local activities to enhance the quality of life for the owners of properties in Park Street and the surrounding area. Unfortunately, the inclusion of a separate bicycle lane in Park Street will not enhance the quality of life for owners in the street because:

- 1) It reduces the footpath from 6m to 1.8m;
- 2) The 1.2m street dining strip means that serving staff will encroach the grossly inadequate 1.8m wide footpath. As highlighted in CDM's report, the number of accidents are:
 - o 37 bicycle riders involved in crashes along Dorcas Street
 - o 35 along Albert Road
 - o 18 along Park Street These statistics, together with Mr Thomas Mason's response to an online query in Have Your Say: "Of the 20 reported crashes, 16 relate to the section between Kings Way and St Kilda Road. Of the total crashes, 3 of these involved bikes and 6 involved pedestrians.", makes a separate bicycle lane in Park Street unwarranted.

Council should add a separate bicycle lane in Dorcas Street and Albert Road to make them safer for cyclist.

- B) Accident Record is well below that for Greater Melbourne. If 3 crashes involving bikes is consider high and unsafe; is Council attempting to reduce it to no crashes at all ? Is this a wise decision to use Ratepayers' funds, especially when <https://www.budgetdirect.com.au/car-insurance/research/car-accident-statistics.html> reported the average number of road fatalities per 100,000 registered vehicles as 6.19 in 2016 and 4.12 in 2021 for Victoria. Taking an average of 5 fatal accidents per 100,000 registered vehicles only, that is 25 accidents for 100,000 registered vehicles. It should be noted that there is more than 2.5million registered vehicles in Greater Melbourne in 2016. So, 20 reported crashes are likely to be well below the average for Greater Melbourne. Furthermore, CDM reported that the following statistics for Park Street (Moray Street to St Kilda Road):

26 crashes over the 5 year period ending in December 2019 and 20 crashes over next 5 year period ending in December 2020;

Three (3) of the abovementioned crashes involved bicycles in 2019 and this reduced to two (2) in 2020. These statistics showed that the number of crashes are on the improved and well below the statistics for Greater Melbourne. Again, this showed that a separate bicycle lane in Park Street is unwarranted and the money is better spent on Dorcas Street and Albert Road.

- C) 1.2m street dining strip is not sufficient. I welcome any initiative to make Park Street a vibrant lively street and street dining is one such lively activity. However, adequate space must be allocated for such activities. I can foresee the Park Street is going to be very busy with pedestrians especially upon completion of the Anzac Station and the numerous development projects in Sub-Precinct 2.

So, a wider footpath is needed to accommodate this foreseeable increase in pedestrians who are local residents whose landlords or themselves are Ratepayers to CoPP. This is yet another reason to locate the separate bike lane along Dorcas Street and or Albert Road and other streets to connect with Moray Street

Submission 10

Thank you for the opportunity to make a submission regarding the Park Street Streetscape Improvement Project.

We specifically would like to make a submission re the Bike Route. In this regard, whilst we welcome the landscaping content of the plan, the plan does not prioritise pedestrians, but instead prioritises the Bike Route as opposed to putting foot traffic first. As such we object to the inclusion of the Bike Route.

There is virtually no current demand for cyclists to use this route east of Kings Way and any Bike Route in Park St East will stop what will become the most prominent pedestrian street and community hub in the centre of a new high-density precinct.

There are a high number of new developments planned or in construction, with 11 development projects already issued in the area. This "Precinct" will create an estimated 4,400 new apartments and be home to new a population of approximately 8,800 new residents and an estimated 2,000 office workers.

There are 16 new or existing shops and retail outlets approved as part of these new developments, including seven shops are on the southern footpath of Park St and 9 on the northern footpath.

Together, they will create a new community heart and gathering place around cafes, restaurants, mini supermarkets, and retail stores in Park St East.

This will be the future "village heart" of the Domain precinct with a busy tram super stop in its centre.

The bike route proposed reduces the 6-metre wide footpath to 3 and 1.8-metres wide with dining. The Bike Route also reduces the length of the 2-lane vehicle access to the Kings Way traffic bottleneck by 50%.

We would therefore please request a redesign, to preserve and enhance Park Street as a pedestrian street, allowing the new retail and community hub to emerge and prosper.

Thank you for your consideration of this very important matter.

Submission 11

As a resident of Park Street, living in the area between Moray Street and Kings Way, I object to the proposed streetscape plan.

In particular, I am highly disappointed that Council has thrust this plan upon us without first asking residents what they would like to see in streetscape improvements.

Had you asked residents, they would have advised you that key elements of a streetscape improvement plan should include better and more regular street maintenance and cleaning, including cleaning/sweeping of the footpath.

More canopy tree planting, particularly in Park Street between Kings Way and St Kilda Rd.

Active replanting where trees have been lost, such as the native species, including Eucalypts and bottle brush, in Park Street between Kings Way and Moray Street where they have continually been blown over in the past 5 years.

Replacement with deciduous species would be preferred, to better enable buildings, the footpath and road side to receive winter sunshine, provided the plan included Council actively cleaning up the Autumn leaf fall. Reducing the traffic speed from 60km/h along Park Street so it was consistent with the speed limit in other nearby residential areas, and installing more street furniture so there are nice places to sit/rest along the street – it shouldn't be that the only place you can sit outside along the street is in a commercial outdoor café or restaurant.

There is to be a meeting to be conducted with a Council representative to clarify items we do not comprehend with the proposed plan, including its inconsistencies with other plans. I understand this meeting is not occurring until Friday December 17. I reserve my right to submit further comments to those I present below, once that meeting has been undertaken.

The following are comments I have made in response to the information provided on your website under each of your relevant headings.

About the Proposed Bike Path

The dedicated bike path has been designed with the following opportunities in mind:

- Safety is one of the primary reasons for prioritising the bike paths as part of the streetscape improvement project: this area has been nominated as road safety blackspot, with 20 crashes recorded in the past five years.

Where is the 20 crash figure derived from? The CDM Research technical note on the comparative assessment of Park Street Bike Link for the City of Port Phillip dated 14/1/2021 notes that in the 11 year period from 2010 to 2020 only 12 crashes occurred in the section of Park Street covered by this streetscape improvement plan.

More importantly, it notes that half of these 12 crashes occurred at the Heather Street roundabout and the Kingsway intersection and the remainder occurred at the Palmerston Crescent /Wells Street intersection, Little Bank Street intersection and approaching the St Kilda Road intersection.

The streetscape plan makes no changes/improvements to these intersections therefore not addressing the known safety issues. Critically, it seriously brings into question why then should

the bike path be prioritised in the improvement of the streetscape situated between these intersections where crashes have not been reported. This last point is clearly highlighted in the CDM Research technical note on the comparative assessment of Park Street Bike Link for the City of Port Phillip dated 14/1/2021 where on page 21 it states:

*“Most economic benefit is usually obtained from reduction in crash costs (i.e. safety benefits) and health benefits accruing both from increased physical activity. As the crash benefit will be heavily dependent on the intersection treatments (Section 5) they cannot be estimated at this in the absence of detail designs. Instead, it is conservatively be assumed that any treatment along Park Street would not affect the crash rate. Rather, it is assumed the benefits would *entirely accrue from a reduction in mortality and morbidity associated with increased physical activity among those who shift to riding, or who make additional riding trips they would not otherwise have made in the absence of the project.*”*

Further support to this notion, was noted by my neighbour who made the following comment and I quote

“As a cyclist I do not feel safer in Moray Street after all the changes. The protected lanes mean cyclists/scooters speed up because you don't have the risk of car doors opening out into you but then you pop out (usually quickly) into the round a bout and are at much greater risk of being taken out by a car. Same increased risk when passing the side streets. Essentially these sorts of bike lanes give you “a false sense of safety” which put you at much greater risk”.

As the proposed bike lane treatments between intersections do not address any of the known bicycle crash areas along Park Street, there is absolutely no justification in placing the proposed bike path between the footpath and parked cars along the section of Park Street between Moray St and Kings Way.

This is inconsistent with the treatment on Park Street between Kingsway and St Kilda Rd where the bike path adjoins the road through lanes. It is also inconsistent with the current placing of the bike path between parked cars and the road through lanes in other nearby residential streets such as Moray St and Cecil St. Unlike the residential areas in Moray and Cecil Street where the bike lane is between the parked car and the road (i.e. on the driver's side of a parked car), the plan for Park Street between Moray St and Kings Way is to have the bike lane between the parked car and the footpath. This means every time a resident goes out to their car they have to first watch out for cyclists and most likely a speeding cyclist! For residents who park their car in front of their house on Park Street, the proposed bike path would leave no safe side to access their car for loading/unloading – on the driver's side they would open their doors onto the traffic and on the passenger side they open onto the bike path. This severely puts at risk older residents, families with young children and the like. Consider a mum with young children trying to get the kids into/out of the car, and unpacking the shopping while having to keep her eye on the kids not being mowed down by a passing bike? I don't know why we in Park Street are being treated differently than residents in other residential streets with bike paths. I do know that the proposed positioning of the bike path in the section of Park Street between Moray St and Kingsway puts at risk local residents while not providing any benefit to known crash issues for cyclists.

Bike counts have been conducted showing a high number of bike riders moving through the street, unfortunately, many are using the footpath.

The CDM Research technical note on the comparative assessment of Park Street Bike Link for the City of Port Phillip dated 14/1/2021 notes a 2019 count suggest around 370 cycling trips/weekday occurred on Park Street. This is not a high number of cyclists!

Assuming a 10-hour day, and trips evenly distributed between travelling east and west, it suggests just 18 cyclists/ hour in each direction. As a comparison, the 2017 City of Melbourne bicycle count identified 551 city bound cyclists on St Kilda Road between 8am and 9am. In anyone's mind, that is what would represent a high number of cyclists, not what was counted on Park Street. Further, as a resident of over 20 years, my only experience with cyclist on the footpath are with delivery riders (or the postman!!) who are generally only riding to a specific destination – not commuting or travelling the entire length of Park Street on the foot path.

Accordingly, there is no justification with regard to numbers that would suggest the bike path must be the priority of the streetscape plan. The 2019 count of cyclists could be easily catered for by providing east and west bike lanes within the existing area designated for the road through lanes – leaving the current footpath, carparking areas and number of traffic lanes intact, and focusing on more important priority streetscaping efforts as mentioned earlier, such as tree planting and on-going maintenance.

The bike path will provide a key east-west connection for riders, linking Anzac Station and St Kilda Road to South Melbourne, and ultimately, to Fishermans Bend. Providing increased access to public transport and local businesses

There is already an adequate (and planned potential improvements to a key east west connection for riders linking Anzac Station and St Kilda Rd to South Melbourne via Albert Road.

This option has not been adequately investigated and was summarily dismissed in the CDM Research technical note on the comparative assessment of Park Street Bike Link for the City of Port Phillip dated 14/1/2021 due to it not being the most 'ease of delivery' option in terms of its development – however the Albert Road option was not dismissed on its strategic benefits to deliver connections for riders.

The CDM Research technical note on the comparative assessment of Park Street Bike Link for the City of Port Phillip dated 14/1/2021 does note the following:

"It is understood that rider access to the Domain station will be good from both Park Street and Domain/Albert Road. However, Park Street will provide a more direct connection into the South Melbourne activity centre and towards Fishermans Bend and so may reasonably be expected to better meet travel to and from these new developments."

However, this statement is qualified, and it is noted that it is based 2050 projections for Fishermans Bend and it assumes appropriate infrastructure is developed to support any potential east west arc linkage across these areas. As these projected developments are so far in advance, and assumes other infrastructure is in place, which has not even been planned for, and as the current number of riders along Park Street are not high, and as the proposals in streetscape plan for Park Street between Moray St and Kings Way are only temporary, it makes absolutely no sense to implement such an elaborate bike path infrastructure as shown in the plan.

At this stage, it only makes sense to cater for east and west bike lanes along Park St, in the section between Kings Way and Moray St, within the existing area designated for the road through lanes – leaving the current footpath, carparking areas and number of traffic lanes intact, and focusing on more important priority streetscaping efforts as mentioned earlier, such as tree planting and on-going maintenance.

- Parking Kings Way to Moray Street

- Of the 50 existing spaces, 12 need to be removed to provide sufficient road space to provide a temporary protected bike lane.
- To address this change - subject to your feedback - our plan is to:
 - repurpose the 4 existing taxi parking bays, adjacent to the Eastern Road Reserve for public use
 - relocate the car share bay to a nearby street
 - change the no limit parking spaces to short term parking to allow for greater turnover to support local resident and business parking.

This proposal is unacceptable to local residents. Carparks at the south eastern end of this section of Park Street, which are proposed for removal, are available for resident parking using their parking permits. The proposed alternatives are not spaces residents can use with their parking permits and are therefore not a solution or replacement for the spaces taken away.

Submission 12

This project is named the Park Street Streetscape Improvement Project, but what it in fact is, is a project to introduce a bike lane on either side of Park Street and is a destruction of the liveability and amenity of Park Street being promoted by 11 of our 12 Councillors with the support of the State Government and could more correctly be described as corporate vandalism.

I welcome the landscaping content of the proposal, but very strongly object to the inclusion of a bike path on either or both sides of Park Street which would destroy the amenity of Park Street and for which there is virtually no current demand by cyclists, especially as there are adequate bike paths on either side of Albert Road.

The proposal does not inform the community of the deleterious impacts of the bike paths and does not prioritise the pedestrians as No.1, and instead puts foot traffic last.

Introducing bike paths in Park Street East will stop what potentially will become the most prominent pedestrian street and community hub in the centre of a new high-density precinct.

There will be more than 22 new developments in this precinct over the next 5-10 years, with 11 development permits already issued and 3 residential and Residential /Office projects under construction the precinct will create an estimated 4,400 new apartments and be home to new a population of approximately 8,800 new residents and an estimated 2,000 office workers.

There are 16 new or existing shops and retail outlets approved as part of these new developments.

The precinct already has a bike lane on either side of Albert Road and this duplication is costly, unnecessary and this project with a bike lane on either side of Park Street will :-

- a) increase the bottleneck that Park Street has already become and takes no account of the doubling of traffic that will need to be accommodated in predominantly single traffic lanes in Park Street, when Domain Road is again connected with Park Street on completion of the Anzac Station for the Metro Tunnel (In all the studies conducted, this major change and its effect and consequences has never ever been mentioned;

- b) the reduction in parking, already slashed by the Wells Street Accessible Tram Stop, will virtually eliminate parking whether for short term, drop off's and deliveries to existing businesses and present and future developments with a frontage to Park Street and make access to properties virtually impossible;
- c) the Park Street footpath will be reduced to 3 metres on either side (and 1.5 metres) where there is provision for dining;
- d) interfere with pedestrian access along Park Street, particularly the additional pedestrian traffic created by the new developments and the diversion of extra trams from St Kilda Road;
- e) the installation of traffic lights in Park Street at the intersection of Wells and Palmerston Crescent has already impeded the flow of traffic in Park Street. Where else in Melbourne do we have 5 sets of traffic lights in a little over 300 metres which is a monument to incompetent traffic engineers and a blinkered Council;
- f) the new developments in Park St, both approved and future applications, all have proposed retail on Park Street. There are 16 new or existing shops and retail outlets approved as part of the new developments. Seven shops are on the southern footpath of Park St and 9 shops on the northern footpath. Together, they would create a new community heart and gathering place around cafes, restaurants, mini supermarkets, and retail stores in Park St East. This was to be the future "village heart" of the Domain precinct with a busy tram super stop in its centre.
- g) The present owners and residents objected to the inclusion of bike paths in this proposal, but the Council officers convinced the Council to conduct this public consultation which discusses the bike route as part of what they call a Park Street Streetscape Improvement Plan. What a misnomer. It should be titled the Destruction of Amenity for residents, tenants and business operators in Park Street;
- h) Bike Victoria induced their members who, with one or two exceptions live outside the Precinct, to flood Councillors with support for the Bike Lane proposal in Park Street. These are people who have no regard for the residents and business operators in the Precinct and on Park Street;
- i) Cyclists from outside the Precinct could use the existing bike paths in Albert Road – no explanation has been given for this duplication and wanton destruction of amenity of Park Street at the expense of ratepayers.
- j) As stated above, I welcome the landscaping content of the proposal, but very strongly object to the inclusion of a bike path on either or both sides of Park Street which would destroy the amenity of Park Street and for which there is virtually no current demand by cyclists, especially as there are adequate bike paths on either side of Albert Road.

If this proposal proceeds the Councillors who support it will never be allowed to forget the part they have played in the destruction of the amenity to this part of the Municipality.

Appendix 2 - Submissions directly emailed to project team generic address

A further 11 community members chose to provide their submission by directly emailing Council's Major Transport Projects team.

These submissions are as follows (again, personal names and addresses have been redacted for the purposes of this public report).

Please also note that for purposes of clarity when referring to written submissions – regardless of the avenue through which they have reached us – submission numbers in this appendix continue in order from numbers assigned to written submissions received via the Have Your Say page.

Submission 13

Whilst I welcome the overall landscaping content of the proposal, I very strongly object to the inclusion of a bike path on either or both sides of Park Street. This would destroy the amenity of Park Street and there is currently virtually no demand by cyclists, especially as there are already adequate bike paths on either side of Albert Road.

I would emphasise that:

The proposal seems to ignore the very negative impact of the bike paths on pedestrians, putting them last as No.1, and instead puts foot traffic last. It reduces the footpath width dramatically.

- It fails to take account of the plans for Park Street to become a significant pedestrian and community hub in the centre of a new high-density precinct with the increase in shops and retail outlets.
- It's an unnecessary duplication of the bike lanes on Albert Road.
- It will increase bottlenecks and impede traffic flows.
- It will effectively eliminate any short term/drop off parking/deliveries to existing businesses and present and future developments with a frontage to Park Street and make access to properties virtually impossible.

I very much hope you will reconsider the proposed change.

Submission 14

I own an apartment on St Kilda Road.

My main concern is that Park Street between Kings Way and St Kilda remains a major traffic street and is maximized to take as much traffic as possible. It is a major vehicle road and therefore should not be compromised in any way.

Greatly appreciated

Submission 15

I live on Law Street, on the North side of Park Street between Kingsway and Eastern Road Reserve.

The proposal inclusions of dedicated bike lanes, reduced lanes of traffic on Park Street and increased planting of trees is a really welcome improvement to the accessibility, amenity and overall impression of our neighborhood.

One additional improvement that would be very welcome would be a planted nature strip on the North side of Park Street, West of Kingsway.

The South side across the road has this in-plan and exists to some degree already today.

With the frequent planting of trees providing canopy cover, it would be a small but very effective enhancement to fill the gaps between the trees on the North side of Park Street with a planted nature strip.

This will not only enhance the look and feel of Park Street west of Kingsway, creating a green, villagey feel on the entrance to the the shopping district area of South Melbourne past Heather Street, but will also provide areas for the increased number of dogs in the neighborhood to get some mental enrichment and convenient locations to relieve themselves when the nearby dog park is closed.

At the moment, there are very few green/planted areas for dogs to go that are safe and not littered.

Submission 16

I'd like to give my support to the Park St project.

Just a quick note on design. Where there is a bike lane at a crossing or driveway, the bike lane should remain level as much as possible. This can be done either by raising the road to the height of the bike lane and footpath or lowering the bike lane to road level prior to the crossing or driveway.

I raise this point because the impression on the website shows a pram ramp in the bike lane at a pedestrian crossing.

Submission 17

I strongly welcome the landscaping aspect proposal but object to bike paths on either side of Park Street South Melbourne

There are already more than enough bike paths in the cbd and St. Kilda Road. This will spoil Park Street and cause severe congestion

Also, electric bikes are dangerous to pedestrians crossing to catch the tram, as often as they go through footpath corners on the green crossing light.

I am surprised that no one has been seriously hurt or killed yet, by these maniacs on electric bikes but it will come to pass.

Our current Gateway Ward Councillor Marcus Pearl, understands the damage this proposal will do and you will be reminded of this when the next council elections take place!

It has been seen in cbd newspapers lately that people have been hurt by cyclists that collide with people and don't even bother to stop. They should be made to register as they are using the road vehicles.

kind Regards

Submission 18

I still emphasise regarding the congestion between St Kilda Rd and Kingsway on Park Street. If this project goes ahead we have the same issue between Kingsway and Eastern Rd. The right turn lane into Kingsway from the west is already very congested and the cars are banked up to the Heather Rd roundabout during peak hours and obviously it will worsen. I would be interested to know how many car spaces are lost in this project as compared to the availability now. Kind regards

(Please note: this community member was phoned following their contact with us. Given the number of further concerns raised during the call, it was agreed that: the engagement advisor would a. type up all comments made over the phone and b. would send them to the person in order for them to c. confirm they were an accurate summary. While the summary email was sent, the community member did not, in their subsequent response email, specifically confirm that the comments as recorded should be submitted in this forum, hence they do not appear here.)

Submission 19

We are residents of South Melbourne and live very close to Park Street. For some time, we have been worried about the appearance of Park Street, in particular the section from Eastern Road up to St Kilda Road, so were delighted to see some action being taken.

With Anzac Station being located at the top end, it is certainly an opportunity for vast improvement. I am sure you have a very capable team to design and implement a lovely streetscape.

What we are MOST concerned about is the safety issues. We have a 13-year-old who loves living in the area and enjoying inner city life. I run up Park Street the Tan most mornings as well.

On many occasions, I see individuals, or a few people, who are seriously drug affected or I feel nervous/scared of their actions. We have also noticed, what appears to be 'deals' being down in Moray Street and there seems to be some new 'locals' who have moved near the Rising Sun Hotel area.

We are looking at installing cameras on the front our house but we don't want to feel like we need to create a fortress to be safe. We are very happy seeing the locals who are part of the community, and want to be part of a community who look after the ones in need .. but the under current of drugs is not good. Can more CCTV cameras be installed ?

Is there an active plan to 'clean up' the area?

And what is the [local business name redacted]! We had to jump through hoops to be able to renovate our house, that has a heritage overlay, and we achieved a great result ... but the [redacted name of business]??

I do hope it's not a long term lease!

Submission 20

Thank you for the opportunity to make a submission regarding the Park Street Streetscape Improvement Project.

We specifically would like to make a submission re the Bike Route. In this regard, whilst we welcome the landscaping content of the plan, the plan does not prioritise pedestrians, but instead prioritises the Bike Route as opposed to putting foot traffic first. As such we object to the inclusion of the Bike Route.

There is virtually no current demand for cyclists to use this route east of Kings Way and any Bike Route in Park St East will stop what will become the most prominent pedestrian street and community hub in the centre of a new high-density precinct.

There are a high number of new developments planned or in construction, with 11 development projects already issued in the area. This "Precinct" will create an estimated 4,400 new apartments and be home to new a population of approximately 8,800 new residents and an estimated 2,000 office workers.

There are 16 new or existing shops and retail outlets approved as part of these new developments, including seven shops are on the southern footpath of Park St and 9 on the northern footpath.

Together, they will create a new community heart and gathering place around cafes, restaurants, mini supermarkets, and retail stores in Park St East.

This will be the future "village heart" of the Domain precinct with a busy tram super stop in its centre.

The bike route proposed reduces the 6-metre wide footpath to 3 and 1.8-metres wide with dining. The Bike Route also reduces the length of the 2-lane vehicle access to the Kings Way traffic bottleneck by 50%.

We would therefore please request a redesign, to preserve and enhance Park Street as a pedestrian street, allowing the new retail and community hub to emerge and prosper.

Thank you for your consideration of this very important matter.

Submission 21

The precinct already has a bike lane on either side of Albert Road and this duplication is costly, unnecessary and this project with a bike lane on either side of Park Street will :-

- (a) increase the bottleneck that Park Street has already become and takes no account of the doubling of traffic that will need to be accommodated in predominantly single traffic lanes in Park Street, when Domain Road is again connected with Park Street on completion of the Anzac Station for the Metro Tunnel (In all the studies conducted, this major change and its effect and consequences has never ever been mentioned;
- (b) the reduction in parking, already slashed by the Wells Street Accessible Tram Stop, will virtually eliminate parking whether for short term, drop off's and deliveries to existing businesses and present and future developments with a frontage to Park Street and make access to properties virtually impossible;
- (c) the Park Street footpath will be reduced to 3 metres on either side (and 1.5 metres) where there is provision for dining;
- (d) interfere with pedestrian access along Park Street, particularly the additional pedestrian traffic created by the new developments and the diversion of extra trams from St Kilda Road;
- (e) the installation of traffic lights in Park Street at the intersection of Wells and Palmerston Crescent has already impeded the flow of traffic in Park Street. Where else in Melbourne do we have 5 sets of traffic lights in a little over 300 metres which is a monument to incompetent traffic engineers and a blinkered Council;
- (f) the new developments in Park St, both approved and future applications, all have proposed retail on Park Street. There are 16 new or existing shops and retail outlets approved as part of the new developments. Seven shops are on the southern footpath of Park St and 9 shops on the northern footpath. Together, they would create a new community heart and gathering place around cafes, restaurants, mini supermarkets, and retail stores in Park St East. This was to be the future "village heart" of the Domain precinct with a busy tram super stop in its centre.
- (g) The present owners and residents objected to the inclusion of bike paths in this proposal, but the Council officers convinced the Council to conduct this public consultation which discusses the bike route as part of what they call a Park Street Streetscape Improvement

Plan. What a misnomer. It should be titled the Destruction of Amenity for residents, tenants and business operators in Park Street;

- (h) Bike Victoria induced their members who, with one or two exceptions live outside the Precinct , to flood Councillors with support for the Bike Lane proposal in Park Street. These are people who have no regard for the residents and business operators in the Precinct and on Park Street;
- (i) Cyclists from outside the Precinct could use the existing bike paths in Albert Road – no explanation has been given for this duplication and wanton destruction of amenity of Park Street at the expense of ratepayers.
- (j) [Redacted paragraph due to c
- (k) I welcome the landscaping content of the proposal, but very strongly object to the inclusion of a bike path on either or both sides of Park Street which would destroy the amenity of Park Street and for which there is virtually no current demand by cyclists, especially as there are adequate bike paths on either side of Albert Road”.

Submission 22

I am writing to oppose the proposed development of section D of the Park Streetscape improvement project (part of Park Street between Kingsway and Moray Street, which is pending Government approval). My objection is chiefly related to the proposed tram line as well as the proposed bike lanes on this section of the Park Street between Kingsway and Moray Street,

- (1). The proposed extension is redundant as there tram lines (e.g. Tram 1 and 58) already servicing the area. These two tram lines are jointed at the corner of Strurt Street and Kingsway.
- (2). The proposed tram extension will severely reduced the number of car parking. A shortage of car parking is a problem to the areas.
- (3). Electrical lines above ground servicing the proposed tram line will destroy some existing trees as well as the ambience of this part of Park Street.
- (4). The part of Park Street (section D) is quite different from the sections (A, B and C) near Domain. This par of Park Street have many heritage buildings including period houses (No 114 to 118) and a church building. There are two parks/playgrounds which tree lined and houses around are low line. This side of Kingsway is quite and residential. Therefore, there is no need to from part of the Park Streetscape improvement project.

I also object to the proposed bike lanes proposed for the following reasons.

- (1). The proposed bike lane will result in the loss of car parking, which in short supply in this section of Park Street. If the bike lane were to go ahead, surely a single bike lane (instead of 2 bike lanes on each side of the street) will surface. This will be less destructive and cause fewer car parking loss.
- (2). The position of the bike line should not be in between the curbisde and off-street parking. The bike lane will impact how the residents access their cars. As it is common knowledge that bikers are often travel at high speed at these dedicated bike lanes. Accident is waiting to happen between residents and bikers. I have observed in other areas that bike lanes are normally positioned between the off-street parking and the traffic lane.

A lack community consultation is also one of my complaint. I hope the council will heed our feedback and seek more communal consultation. Thanks.

Submission 23

This project is named the Park Street Streetscape Improvement Project, but what it in fact is, is a project to introduce a bike lane on either side of Park Street and is a destruction of the liveability and amenity of Park Street being promoted by 11 of our 12 Councillors with the support of the State Government and could more correctly be described as corporate vandalism.

I welcome the landscaping content of the proposal, but very strongly object to the inclusion of a bike path on either or both sides of Park Street which would destroy the amenity of Park Street and for which there is virtually no current demand by cyclists, especially as there are adequate bike paths on either side of Albert Road.

The proposal does not inform the community of the deleterious impacts of the bike paths and does not prioritise the pedestrians as No.1, and instead puts foot traffic last.

Introducing bike paths in Park Street East will stop what potentially will become the most prominent pedestrian street and community hub in the centre of a new high-density precinct.

There will be more than 22 new developments in this precinct over the next 5-10 years, with 11 development permits already issued and 3 residential and Residential /Office projects under construction the precinct will create an estimated 4,400 new apartments and be home to new a population of approximately 8,800 new residents and an estimated 2,000 office workers.

There are 16 new or existing shops and retail outlets approved as part of these new developments.

The precinct already has a bike lane on either side of Albert Road and this duplication is costly, unnecessary and this project with a bike lane on either side of Park Street will :-

increase the bottleneck that Park Street has already become and takes no account of the doubling of traffic that will need to be accommodated in predominantly single traffic lanes in Park Street, when Domain Road is again connected with Park Street on completion of the Anzac Station for the Metro Tunnel (In all the studies conducted, this major change and its effect and consequences has never ever been mentioned;

the reduction in parking, already slashed by the Wells Street Accessible Tram Stop, will virtually eliminate parking whether for short term, drop off's and deliveries to existing businesses and present and future developments with a frontage to Park Street and make access to properties virtually impossible;

the Park Street footpath will be reduced to 3 metres on either side (and 1.5 metres) where there is provision for dining;

interfere with pedestrian access along Park Street, particularly the additional pedestrian traffic created by the new developments and the diversion of extra trams from St Kilda Road;

the installation of traffic lights in Park Street at the intersection of Wells and Palmerston Crescent has already impeded the flow of traffic in Park Street. Where else in Melbourne do we have 5 sets of traffic lights in a little over 300 metres which is a monument to incompetent traffic engineers and a blinkered Council;

the new developments in Park St, both approved and future applications, all have proposed retail on Park Street. There are 16 new or existing shops and retail outlets approved as part of the new developments. Seven shops are on the southern footpath of Park St and 9 shops on the northern footpath. Together, they would create a new community heart and gathering place around cafes, restaurants, mini supermarkets, and retail stores in Park St East. This was to be the future "village heart" of the Domain precinct with a busy tram super stop in its centre.

The present owners and residents objected to the inclusion of bike paths in this proposal, but the Council officers convinced the Council to conduct this public consultation which discusses the bike route as part of what they call a Park Street Streetscape Improvement Plan. What a misnomer. It should be titled the Destruction of Amenity for residents, tenants and business operators in Park Street;

Bike Victoria induced their members who, with one or two exceptions live outside the Precinct, to flood Councillors with support for the Bike Lane proposal in Park Street. These are people who have no regard for the residents and business operators in the Precinct and on Park Street;

Cyclists from outside the Precinct could use the existing bike paths in Albert Road – no explanation has been given for this duplication and wanton destruction of amenity of Park Street at the expense of ratepayers.

[A paragraph here has been redacted due to comments directed towards other, potentially identifiable, area residents]

As stated above, I welcome the landscaping content of the proposal, but very strongly object to the inclusion of a bike path on either or both sides of Park Street which would destroy the amenity of Park Street and for which there is virtually no current demand by cyclists, especially as there are adequate bike paths on either side of Albert Road.

If this proposal proceeds the Councillors who support it will never be allowed to forget the part they have played in the destruction of the amenity to this part of the Municipality.

Appendix 3 – submissions via Have Your Say text box

All submissions appearing below were provided by community members who chose to utilise the channel provided via the 'comments' function offered on the project's dedicated Have Your Say page.

Submission 24

We welcome the landscaping content of the plan, but we very strongly object to the inclusion of a Bike Route in Park St east of Kings Way. There is virtually no current usage of this section of Park St by cyclists. The documentation does not inform the community of the deleterious impacts of the Bike Route, does not prioritize the pedestrians as No.1, and instead puts foot traffic last. Any Bike Route in Park St East will stop what will become the most prominent pedestrian street and community hub in the centre of a new high-density precinct.

There are more than 22 new developments in the next 5-10 years, with 11 development permits have already issued, and 3 residential and Residential/Office projects are in construction. The precinct will create an estimated 4,400 new apartments and be home to an additional population of approximately 8,800 new residents and an estimated 2,000 office workers.

There will in the future be at least 16 new or existing shops and retail outlets – 7 on the southern footpath of Park St and 9 on the northern footpath. Together, they will create a new community gathering place around cafes, restaurants, mini supermarkets, and retail stores in Park St East. This will be the future "village heart" of the Domain precinct with a busy tram super stop in its centre.

The bike route proposed reduces the 6-metre wide footpath to 3 and 1.8-metres wide where outdoor dining occurs. The Bike Route also reduces the length of the 2-lane vehicle access to Kings Way traffic by 50%, significantly increasing the existing traffic bottleneck! Please, redesign, preserve and enhance the pedestrian street, allowing the new retail and community hub to emerge and prosper. Please remove the Bike Route. We live here!

Submission 25

A bike lane on Park Street is long overdue. The poor connectivity of the St Kilda Road southbound bike lane to any East/West route is a major frustration, with many cyclists opting to use the footpath on Albert Road rather than use Park Street's narrow single lane roadway. The wide pavements on Park street are under-utilised given their size. A bike lane in each direction would get more cycling traffic than the current foot traffic and would provide a safer alternative for cyclists. As a long-time local who has seen the many changes to the precinct, little has been done to ease the gridlock on Park Street at peak times. It is a major feeder road to the Kings Way corridor for access to the Westgate freeway and the city. Traffic banks up for long periods of time, drivers get frustrated and often take risks. The recent narrowing of park street to make way for the superstop has make it difficult for cyclists to use safely, especially when the traffic is banked up and cyclists cannot get through, often opting to use the footpath instead. Park Street was once a four lane thoroughfare that was easily navigable but it now a serious choke point. Giving cyclists a real and viable alternative for safe East West passage is a brilliant initiative that gets my 100%

support. The streetscaping will also help to lift Park Street between Kings Way and St Kilda Road back to the very meaning of the word 'Park'. It is a barren, windy and often unpleasant journey in this section of Park Street and as more buildings are redeveloped it will only become more of a wind tunnel so any greenery that helps soften the harness and reduces the notorious strong winds on this section will be a huge improvement.

Submission 26

A few points of concerns: 1. The extend of the proposal falls short stopping at Heather Street, hence creating a missing link to the Moray Street bike network. Crossing the Heather Street roundabout is risky and really non-compliant with DDA requirements and request the proposal be extended to ensure a safe walking connection is provided across Heather Street. 2. In general the current footpath width is narrow as it is, (about 2m) without obstructions, hence the addition of a formal off road bike lane and vegetation will further congest the footpath, not to mention outdoor eatery. The before/ after images are deceiving and suspect minimum requirements (or departures) will likely to evolve. 3. Will Council undertake a proactive role in maintaining this proposal? I've been caught many times with tree limb across the path, overhanging branches, etc... causing an unsafe environment. 4. Question whether Council has undertaken its due diligence from a traffic movement (all modes) assessment of the immediate road network with the tram super stop upgrade, recent changes at the Palmerston Crescent intersection - left out only placing more vehicles to use Park Street mixing with cyclists, St Kilda bike lanes (less trafficable lanes) and Anzac Train Station. 5. Whilst the concept design report, integrated trspt strategy, etc... are high level doc's, it is interesting that other forms of projects, i.e. Albert Road park extension/ further bike improvements, Cobden Street pocket park have been shown and the community engagement is being undertaken in a piece meal approach (i.e. road closure process for Cobden St has just commenced)? 6. Interestingly, the ped accessibility insert on page 2 identifying a ped link between Albert Road and Palmerston Crescent doesn't exist - I begin to question the confidence of the investigation and validity of the collected data when a walk through of the has unlikely occurred.

Submission 27

A lot of work has been put in for cyclist on Moray St, yet as a cyclist I do not feel safer in Moray Street after all the changes. The protected lanes mean cyclists/scooters speed up because you don't have the risk of car doors opening out into you, but then you pop out (usually quickly) into the roundabout and are at much greater risk of being taken out by a car. Same increased risk when passing the side streets. Essentially these sorts of bike lanes give you "a false sense of safety" which put you at much greater risk.

Park St is not only use by residents on Park St but more often by many families to get to the nearby playground, dog park and kinder on Eastern Reserve. I do not propose bike lanes on Park St as this would cause even more traffic that currently exist and risking to the safety of the residents and pedestrians.

Surely there are alternative routes that can be propose for cyclist if the purpose is to connect the new Anzac train station to South Melbourne

Submission 28

After studying the plans I love the proposal council has shown in its Park Streetscape Improvement Project and I'm always in favour to improve this harsh site of Park St which needs an upgrade, as it's starting to look tired and needs a more pleasant and greener make over.

However it's a shame that council hasn't included the Park St upgrade for a continuation to the section between Moray St and Clarendon St which would be a greener invitation and improvement to our major shopping precinct of Clarendon Street.

I hereby suggest that council should carefully consider reviewing their plans and further extend their Park Street Streetscape Improvement Project to maybe even Cecil Street or at least until Clarendon Street as both sides of the street have wide food paths and most probably could be used to facilitate cycling paths and garden beds with flowers and trees as shown in plans. Missing out on this window of opportunity whilst doing these beautiful upgrades would be such a pity and shame for not to include that section of Park Street.

Submission 29

As owners of the land at [address redacted], South Melbourne, we wish to make a formal submission to the Park Street Streetscape Improvement Project as outlined in the letter dated 17 November 2021.

We support the draft design for improvement, which includes:

- Making the street more attractive and comfortable by introducing more street trees and garden beds, increasing shade and minimising the wind tunnel effect.
- Introducing safe bike lanes that will connect St Kilda Road and the future Anzac Station to South Melbourne's homes, businesses, schools, shops and market.
- Upgrading the footpath, making it appealing for pedestrians and outdoor diners alike; and
- Improving safety for all road users, including introducing safer speeds.

In addition to the above, we suggest that the improvement works be undertaken in consideration of the Domain Precinct Public Realm Masterplan works, ensuring that adequate connectivity is achieved between the two areas/precincts and capital improvements works proposed. This will further align with the pending ANZAC Train Station opening.

As development within the area continues to grow, strong consideration needs to be given to the public realm and ensuring that pedestrians have a safe and comfortable setting. We further suggest that the public realm upgrade works should be undertaken as soon as possible and in conjunction with the surrounding land owners and significant private investment which is currently being injected into the broader area. This will ensure that any future development can take these works into consideration and enhance these spaces through thoughtful design/interfaces.

We would be happy to meet with Council to discuss the above further.

Submission 30

Bicycles have become an increasingly popular mode of transport, and it is imperative to provide safe and sustainable bike pathways around the city. This proposal by the City of Port Phillip recognises this growing trend of bike use around St Kilda Rd and Park St, and the need to take bicycles off the footpath and roadways, and into their own designated space. Many cyclists use the footpath along Park St rather exposing themselves to riding on the roadway, and this of course poses a danger to pedestrians.

Park Street is an essential east-west bike riding connection. It links the Domain precinct and future Anzac Station with South Melbourne, Port Melbourne, South Bank, Docklands and Fisherman's Bend.

Cycling activity in this precinct is anticipated to skyrocket in the foreseeable future, with the construction of more residential towers. A review of planning permits shows that more than 1,500 bikes will be housed in these developments – all of which will use Park Street to cross over Kingsway.

Park St is currently an unattractive street and this beautification will enhance the area for businesses and residents alike. A well-designed Park Street bike link makes good sense regarding strategic alignment, cycling activity, crash history, commuter demand and catchment capacity now and for the future.

Submission 31

Hello I work on Park Street [address redacted] and since the tram stop platform (concrete) was installed along Park Street, it has caused difficulties when trying to exit the car park located at my workplace. The reason why it has caused difficulties is due to the platform being placed too close which results in not enough room when turning the car left when exiting the car park. The only option is to go over the curb (which results in scrapping tyres on the curb) so that the front of the car doesn't hit the platform. With the new design, it seems there will be more room when turning left after exiting the car park. I would like to know more information on by the proposed changes, how this will improve the difficulties I have noted

Submission 32

This is an exciting initiative and will make a huge difference to the urban space in the rapidly growing residential areas surrounding the Domain precinct

The redevelopment of Park Street seems like an ideal opportunity to create a pedestrian foot bridge across Kings Way to better connect the precincts to the east and west. There are examples of beautiful foot bridges that would fit with the concept being presented for Park Street, and the principle of connecting the Domain precinct with areas to the west of Kings Way. The current pedestrian crossings and traffic lights are not effective in connecting the St Kilda Rd corridor to the beautiful urban space around Clarendon St and South Melbourne markets.

Submission 33

I have lived on Wells Street (near Park st) for over 10 years. I have always wondered how to provide better connectivity between St Kilda Rd (The Shrine, trams and now new train station) and areas to the west of Kings Way (South Melbourne markets, clarendon street, etc). The pedestrian crossing over Kings Way at Park Street and at Punt Road are a major impediment to pedestrian connectivity, they are dangerous, and difficult to navigate for people with mobility issues, people with prams, older people, etc. The rapid expansion of residential development in the Domain Precinct means there is much more demand now for safe pedestrian access to south Melbourne shopping area.

Submission 34

Pleased to see some work being done on Park Street for cyclists. I have two points to make:

1. The roundabout at the intersection of Park and Heather streets is a high risk zone for me as a cyclist. Travelling East, cars speed up down the slope, and there is a very tight pinch point coming into the roundabout. The proposed plans show a dotted end to the bike lane at this point, which is where it is most needed. Please reconsider this intersection.
2. In the before and after images, what appears to be Park St east of Kingsway, there is proposed bike lane on the footpath. This is a poor solution. With only paint delineating the boundary between footpath and bike lane, this is dangerous for pedestrians as well as cyclists, as these lines are frequently ignored. I would much prefer for a garden bed as separation, or a level change as a minimum.

Thanks for your attention.

Submission 35

I am concerned about access for residents and the traffic jam that will result from proposed changes.

Any further reduction of car parking will greatly impede the life of residents whose visitors and the tradesmen servicing units already find great difficulty in being able to Park. Drop-off facilities should not be construed as parking spaces.

The removal of two traffic lanes will result in doubling the already busy traffic flow in Park St. that await the traffic lights on Kingsway.

Submission 36

I applaud the plan to improve the landscaping in Park Street which is currently bleak and uninviting, but the imposition of bike lanes in a very narrow street that is heavily congested at peak hours and weekends will have a negative impact on the amenity of residents. Cyclists are well

catered for in Albert Road, a much wider and more suitable thoroughfare for riders going to and from the beachside suburbs of Albert Park and Middle Park. There is very little cycle traffic in Park Street and no obvious demand.

I urge Council to amend the the Project plans to delete this unnecessary and expensive element and to focus on improving the landscaping with trees and other plantings and reducing the wind tunnel effect.

Submission 37

I live at [address redacted] and have to use Park St to access St Kilda rd from garage in Wells st. I love the idea of enhancing the visual amenity but am worried about going from two lanes to one. The pedestrian crossing on the corner of Park and St Kilda rd causes a huge bottleneck for cars turning left onto st Kilda road and stops people like me trying to turn right. It will potentially be worse under this new design. Please keep a left and right turning lane onto st Kilda rd from Park St

Submission 38

I live in park st near tram stop. I used my bike as well as my car.

Things I would love to be improved: As a bike rider, multiples times I had being hit by car on the traffic light of park st and kings way. Traffic anger against bike rider is a peek and they are looking to cause injured to the person and to the bike

It is important that as resident i can be at that traffic light without being hit ...

Please find a solution we're that either of bike lane merge , it has green signage for cars (don't know if they are going to stop) but I should be safe at my own street.

As an owner, I find challenging to live now at that street since council has made a deadlock making difficult for me to leave my parking and head towards south melbourne market . We add more traffic lights only to benefit people that want to join kings way to merge to freeway, but then owners is impossible to arrive from st Kilda road and turn right on wells st to access your own parking. Same thing exiting your parking (exit towards park st), impossible to turn right so o can head now direction to market and make my groceries .

Second concern.. the pathway (walking areas) kept getting destroyed and repair by multiples works, and lack of trees. I want a street that is green, no concrete. I want big trees as well as a walking strip that does not look was made by a drunk builder with patches everywhere.

Submission 39

I live on Law Street, on the North side of Park Street between Kingsway and Eastern Road Reserve.

The proposal inclusions of dedicated bike lanes, reduced lanes of traffic on Park Street and increased planting of trees is a really welcome improvement to the accessibility, amenity and overall impression of our neighborhood. One additional improvement that would be very welcome would be a planted nature strip on the North side of Park Street, West of Kingsway.

The South side across the road has this in-plan and exists to some degree already today. With the frequent planting of trees providing canopy cover, it would be a small but very effective enhancement to fill the gaps between the trees on the North side of Park Street with a planted nature strip. This will not only enhance the look and feel of Park Street west of Kingsway, creating a green, villagey feel on the entrance to the shopping district area of South Melbourne past Heather Street, but will also provide areas for the increased number of dogs in the neighborhood to get some mental enrichment and convenient locations to relieve themselves when the nearby dog park is closed. At the moment, there are very few green/planted areas for dogs to go that are safe and not littered.

I strongly object to the inclusion of a bike route in Park St, east of Kingsway.. A bike route between St Kilda Rd and Kingsway would be better located along Albert Rd, and it would connect directly to a wide access all the way to the beach. I am a cyclist.

Submission 40

I welcome the landscaping content of the plan, but I strongly object to the inclusion of a Bike Route.

The proposal does not inform the community of the deleterious impacts of the Bike Route, fails pedestrian needs and puts foot traffic last.

Any Bike Route in Park St East will stop what will become the most prominent pedestrian street and community hub in the centre of a new high-density precinct. There are more than 22 new developments in the next 5-10 years, with 11 development permits have already issued, and 3 residential and Resd/Office projects are in construction.

The precinct will create an estimated 4,400 new apartments and be home to new a population of approximately 8,800 new residents and an estimated 2,000 office workers. There are 16 new or existing shops and retail outlets approved as part of these new developments. Seven shops are on the southern footpath of Park St and 9 on the northern footpath.

Together, they will create a new community heart and gathering place around cafes, restaurants, mini supermarkets, and retail stores in Park St East. This will be the future "village heart" of the Domain precinct with a busy tram super stop in its centre.

The bike route proposed reduces the 6-metre wide footpath to 3 and 1.8-metres wide with dining. The Bike Route also reduces the length of the 2-lane vehicle access to Kings Way traffic bottleneck by 50%!

Please, redesign, preserve and enhance the pedestrian street, allowing the new retail and community hub to emerge and prosper. Please remove the Bike Route.

The "elephant in the room" is the Tram Super-stop. The Tramway authority placed the Park St Superstop with blatant disregard for other stakeholders including, The Council, The metro rail project, pedestrians, cyclists, motorists, shop owners, restauraners, diners and residents. Unless a redesign of the Superstop is included, any efforts to improve Park Street will be doomed to failure, together with the movements of users in the Domain precinct.

Submission 41

Lilian Cannam Kindergarten is a sessional kindergarten which celebrates its 100 year anniversary next year. It caters for up to 99 children, however from 2022 we will be running a 44 children in each 3 year old and 4 year old session. It is situated between the busy Park St and residential housing on Eastern Rd. Below are some points that council might want to consider:

- Some of the families live between St Kilda Rd and Kingsway and often walk or cycle to and from the kinder.
- Park St between Kingsway and Eastern Rd is currently at 60 km/h whereas between Kingsway and St Kilda Rd is 40 km/h. During peak hours, cars could sometimes pick up speed between Kingsway and St Kilda Rd without knowing that there is a kindergarten situated nearby.
- There are limited car spots on Eastern Rd which are mainly used by residents and kinder families can sometimes find it difficult to get a car spot.

Suggestions, if appropriate:

- Pedestrian crossing between on park st adjacent to Eastern Reserve and lollipop sign.
- 15 min dropoff car parks for the kinder.

Submission 42

Love the proposed plans and I think it is really important to bring more greenery into park street, as well as bike lanes. Natures trip and leafy trees will benefit the street immensely and I am hoping to see more of it. Also hoping for a smarter traffic light control as it is currently quite annoying (Between St Kilda Road and Eastern Reserve)

Submission 43

Park street between clarendon st and Kingsway should be included in the upgrade as a large number of pedestrians using the street come to clarendon street and south Melbourne market. A pedestrian overpass of Kingsway would be a welcome upgrade also , the current pedestrian lights to cross Kingsway change to red by the time you are only halfway across at a reasonable walking speed.

Also park street from clarendon to Kingsway should be a 40kmph zone as is all the other streets around it. Vehicles using it at present often travel at excess speed in this residential and parkland area.

Also traffic signage at present directs peak hour traffic to use eastern road through a normally quiet residential area from Albert Road to Park street which should be a local traffic only area.(eastern reserve park users, residents and The Lillian Cannon Kindergarten customers, etc and not peak hour commuters to and from the city)

Thanks for considering these improvements to our normally quiet residential area and Park street, Its good to see residents and pedestrians being taken into account in the process.

Submission 44

Park Street is a strategically important east-west bike riding connection. It will link the Domain precinct and Anzac Station to South Melbourne, Port Melbourne, South Bank, Docklands and Fisherman's Bend. It will also be a link from South Yarra and beyond via Domain Road which leads directly into Park Street.

2. Safety

- Many cyclists choose to ride on the wide Park Street footpaths – between St Kilda Road and Kingsway – rather than expose themselves to the safety risk of riding in Park Street.
- The introduction of separated bike paths in Park Street will greatly enhance the safety of pedestrians, cyclists and motorists.
- With the projected increase in bike traffic in Park Street, a separated bike path is essential for safety reasons

Submission 45

Park Street provides cyclists a more direct connection across Kingsway to South Melbourne, Port Melbourne from St Kilda Road and Anzac Station when completed

Safety is most important and separate bike paths will enhance the safety for pedestrians, cyclists, and motorists. The landscaping of Park Street will be welcome and should encourage social and retail activity.

All make very good sense.

Submission 46

Thank You COPP, I have reviewed the Park ST improvement project.

I've been living adjacent to Park St for 24yrs; I love South Melb and think it has such potential, to finally see some improvements proposed is a breath of fresh air. I like what has been proposed and support it.

The COPP should not miss this opportunity whilst doing these works to at least extent the improvements to Clarendon St (the major shopping district).

While your improvements proposed all seem related to linking the St Kilda road bike track to the Moray St Bike track this to me should not be COPP first choice for an upgrade.

The South Melb community would benefit far greater from an improvement project/Upgrade to the Clarendon st shopping strip, from York ST St to Park Street. This would encourage a lot more modern and improved restaurants and cafes to open and could create a very exciting dining precinct. Rather than its current sorry, dirty, smelly state.

Spending rate payer's money should benefit all the residents of Sth Melb, not just people on bikes that are commuting to the city or passing through our suburb. I think the Clarendon st project mentioned above is a far better place to start.

I will leave you with that.

Submission 47

The before and after image of Park Street outside the Olive Tree Restaurant is misleading and deceptive. There is no possibility of the bike path being placed on a reduced footpath and the olive tree growing outside the restaurant being saved.

This is typical of the material being disseminated by City of Port Phillip to mislead residents and ratepayers on what will occur in Park Street with this project, which will destroy the amenity of the precinct, cause maximum gridlock, an unsafe street - particularly for the disabled and is sheer vandalism. Green Park Street by all means, but do not construct bike paths in this key link between St Kilda Road and Kings Way when there are adequate bike paths in the adjoining street, namely Albert Road.

Submission 48

The current plans for the bike lanes are significantly worse than the plans proposed in March. In the earlier plan, the cycle lanes between St Kilda Road and Kingsway were protected and on-road. In this plan, they are moved onto the footpath.

This change:

- provides a less attractive experience for cyclists, with a less direct path winding up and down from the footpath.
- Has worse sightlines, with lack of clear priority at side-streets
- Is more dangerous for pedestrians, as quantified in the supporting documents provided here
- Is more dangerous for cyclists, as quantified in the supporting documents provided here
- Takes space away from pedestrians, in direct contravention of the Move Live Connect strategy which is supposed to prioritise them.

This change has been implemented in order to provide a handful of car parks, again in contravention to the Move Live Connect strategy which is supposed to prioritise active transport.

Between Kings Way and Moray St, the temporary bike lanes are a very good solution and we hope they become permanent.

While the changes are an improvement to current conditions and hence we support them, they also represent a significant missed opportunity for an excellent bike connection to the new station and will be a weak point in our future network.

Submission 49

The introduction of a separated bike path in Park Street will greatly enhance the safety of pedestrians, cyclists and motorists. It is the optimum route for the above activity.

The beautification of Park Street will greatly enhance its visual appeal - it is currently quite drab.

A bike link on Park Street makes good sense regarding strategic alignment.

Submission 50

The Streetscape of Park Street and improvements to Little Bank Street, particularly the opportunities to enable better pedestrian movements are just wonderful. It will significantly improve the very tired current state of Park Street.

I live in the apartment building at [address redacted] and enter/exit the car park via Little Bank Street. As this plan is still a few years from being finalised, could the traffic direction of Little Bank Street be reversed to enable easier access during the significant disruptions caused by the adjacent construction? Or, could a traffic light system be used to enable two way traffic from the building to Wells Street? This would eliminate the need to use the lower part of Little Bank Street

Submission 51

There has been a major change in society in recent years from the point of view that bicycles have a role to play in our transport system. There is no doubt that there has been a significant increase in the level of bike traffic in the past decade will continue to grow. Bikes provide a low cost, environmentally friendly and convenient mode of travel. The proposal recognizes the growing bike-use trend. It will improve local access in the City of Port Phillip and assist in lowering the ever increasing level of traffic congestion. The proposal will also be good for local businesses.

Any idea that future development along the south side of Park Street will make the revised footpath unworkable is shown by these plans and diagrams to be unwarranted speculation and the introduction of landscaping to Park Street will also facilitate an enhanced street scape and lead to a heightened level of social/retail activity. The Park Street street scape is currently drab and uninviting.

The beautification along with the introduction of the bike paths will greatly enhance its visual appeal and the level of community activity in the area.

The beautification and ascetics of Park Street are a high priority given its connection to the new Anzac Station and the soon to be refurbished and extended Albert Road Reserve.

From a safety point of view, many cyclists choose to ride on the wide Park Street footpaths – between St Kilda Road and Kingsway – rather than expose themselves to the safety risk of riding in Park Street.

The introduction of separated bike paths in Park Street will greatly enhance the safety of pedestrians, cyclists and motorists.

Park Street provides a more direct rider connection across Kingsway to South Melbourne, Port Melbourne, South Bank etc from St Kilda Road and Domain Road than any other alternative route.

Park Street is an essential bike link between East and West and is critical to the effectiveness of the bike network in the City of Port Phillip and beyond.

Submission 52

These latest proposals before the community would DESTROY this precinct. The reduction of any of the existing pedestrian walkways and footpaths in this precinct would be an absolute tragedy and an awful, awful legacy. A real and fantastic opportunity exists with the pending completion of Anzac Station to ensure the short Park Street thoroughfare between St Kilda Rd and Kingsway for pedestrian movement remains as is, such that the increased foot traffic and the opportunity to revitalise this area with shops and on street dining etc (which the proposed bike path would destroy forever) can be enhanced. No regard at all seems to have been had to what would be a much more significant community asset if the footpaths are retained at their present size.

Consider the significant over population of the area by even just the presently already approved high rise residential accommodation in this precinct and the impact this has on foot traffic. Consider too the funnel that will be Park Street for pedestrians when Anzac Station and the new tram interchange is operating. To further narrow the pedestrian access in this area of Park Street is madness - a genuine forward looking plan with shops, eating establishments, on footpath eating areas (as already now exists), to accommodate the huge surge in foot traffic and to make the whole area so much more attractive and liveable, surely is a much better plan for Park Street.

Note the huge cost of having to relocate, again, electrical supply to the tram system and the further long interruptions to tram services as we have already had to endure. But no regard at all seems to have been had to what would be a much more significant community asset if the footpaths are retained at their present size. Council funds can be put to much better use for the community at large. Retain the existing footpath space along this section and develop a real welcoming streetscape and vendor enhancement for the community, so it is not lost forever. Thank you

Submission 53

This submission concerns the section of Park St between Wells St and Kings Way. The submission makes two major points.

There is currently a serious problem with creating 2 lanes of traffic heading west along Park St between the tram stop and Kings Way. The right turn lane is very short, and vehicles turning right onto Kings Way tend to centre themselves in the available traffic lanes, blocking vehicles which intend to travel straight across Kings Way to the west. This creates a traffic jam which extends up Park St to the east as far as St Kilda Rd. The right turn lane should be extended back as far as practical towards the tram stop.

For residents in the apartment buildings in the Domain Precinct east of the Kings Way, and notably in Dorcas St, there are only three routes available to travel to the west across Kings Way. These are:

- (1) Up Sturt St, joining Sturt St at either Coventry St or Miles St. The junction at Coventry St is usually very busy during daylight hours, leading to lengthy queuing in Coventry St as far back as the Dodds St roundabout.

- (2) Up Bank St, across Kings Way.
- (3) Up Palmerston St, then crossing four lanes of traffic to turn right at Albert Rd (which is not permitted at peak times) or to make a U-turn across four lanes of traffic into Kings Way or the Kings Way service road.

During recent works in Park St (tram stop construction, 41-49 Park St construction, Wells St traffic light installation) it has been clear that the contractors have been quite happy to simply block off Park St, erect Detour signs, and then leave individual drivers to work out how to get across Kings Way by one of the two remaining routes. This has been a most unsatisfactory solution, and it is surprising there has not been a major traffic accident on Kings Way as a result.

The traffic engineers involved in the construction phase should be required to provide a planned, safe and effective route to the west during Park St works.

Submission 54

We are pleased in regard the landscaping aspect of the plan but object very strongly to the inclusion of a Bike Route in Park Street east of Kings Way. There is virtually no current usage of this section of Park Street by cyclists and the disadvantages that a Bike Route in this section of the street would bring would be very detrimental to the future creation of the proposed new retail and community hub.

Submission 55

We welcome the landscaping content of the plan, but we very strongly object to the inclusion of a Bike Route in Park St east of Kings Way. There is virtually no current usage of this section of Park St by cyclists.

The documentation does not inform the community of the deleterious impacts of the Bike Route, does not prioritise the pedestrians as No 1, & instead puts foot traffic last.

Any Bike Route in Part St East will stop what will become the most prominent pedestrian street & community hub in the centre of a new high-density precinct. There are more than 22 new developments in the next 5-10 years with 11 development permits already issued & 3 residential & Resd/Office projects in construction.

The precinct will create an estimated 4,400 new apartments & a population of approx 8,800 new residents & 2000 office workers. there will be at least 16 new or existing shops & retail outlets-7 on the southern footpath of Park St & 9 on northern footpath.

The Bike Route proposed reduces the 6-metre wide footpath to 3 & 1.8-metres wide where outdoor dining occurs. It also reduces the length of the 2 lane vehicle access to Kings Way by 50% significantly increasing the existing traffic bottleneck.

Together they will create a new community gathering place around cafes restaurants 7 retail stores in Park St East. This will be the future "village heart" of the Domain precinct with a busy tram super stop in its centre.

Please redesign, preserve & enhance the pedestrian street allowing the new retail & community hub to emerge & prosper. Please remove the bike route. "We live here"

Submission 56

While the project is very promising long-term, Park Street currently is in dire straits and needs some immediate rectifications while the plan is being executed.

1. Street Lighting- Very dark in few areas esp opp 88 Park Street and little bank street and feels unsafe.
2. Footpath very uneven and hard to walk on in between St Kilda Road and Kings Way.
3. Graffities and rubbish on the footpath everywhere esp around the corner of Kings and Park Street and Little Bank Street.
4. Very limited time to cross the Kingsway signal as a pedestrian, no safe place to stand in the middle of the road as cars and trams are extremely fast which needs immediate rectification.
5. The building on the corner of Kings Way and Park Street (94 Park Street) is full of Graffiti, very odd colours and ill-maintained and not enough street lights thus causing encouragement to illegal activities. There is an opportunity for council to takeover the building and develop safe access and seatout area for local community.
6. There is no community seating areas, a place for short gatherings etc around park street in the long-term plan which needs to be considered.