

Consultation submissions

Please note that the personal details of submitters have been redacted to maintain privacy.

| Submission number | Comments on the proposed road closures |
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| 1 | <p>Where are the mono-use off-road bike paths? (Bike paths shared with pedestrians or cars are unsafe.)</p> <p>Please respond with the amended road design.</p> <p><i>(Provided example image of separated bicycle lanes)</i></p> |
| 2 | <p>1st feedback submission received 26 September 2017</p> <p>I have lived in Port Melbourne for 7 years and had recently moved South Melbourne next to South Melbourne Tram stop. I found myself riding cycling into the City of Melbourne via Ferrars Street going straight not turning at City Road zigzagging to the now upgraded 125a/109 tram stop - the new signs do not encourage wheeling a bicycle or pedestrians to cross at the new 125a tram stop from either side of the stop.</p> <p>Safety by doing a hook turn to turn right when cycling is common place and some section of particular roads are not the best options; Clarendon Street, City Road and Montague Street are some of them.</p> <p>That leaves that informal zigzag to get pass to the front of the new South Melbourne's Pedestrian and bicycle only access a must to get the straight run onto Ferrars Street.</p> <p>2nd feedback submission received 23 October 2017</p> <p>I have just recently checked the immediate surrounding around the Ferrars Street Education and Community Centre Precinct in regard to pedestrian and cycling usage now, and into the future. What I noticed after tram stop upgrades 125A on the No 109 route and the tram super stop at Whiteman Street and Clarendon Street is where existing shared paths and short connecting cycling routes are not being properly displayed or over-looked and not necessary.</p> <p><i>(Provided image of footpath near tram stop 125A)</i></p> <p>This image of the Sandridge/109 Shared path at the 125A stop shows the general area that are already in use by cyclists and pedestrians, listed in order are: immediately to the left takes you Ferrars Street to Stkilda – turn left of the tram terminus to Station Pier – straight ahead and to the right the of the tram terminus into Docklands.</p> <p>Novice, female cyclist or any anxious bike riders who is concerned about their safety on busy roads will prefer to use: shared path sand bike paths that are off road.</p> <p>With peak hour vehicle traffic on: Normanby Rd, Montague St, City Road and Clarendon St already congested and probably make</p> |

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| | <p>Whiteman St busier as well. The Ferrars Street Education and Community Centre Precinct will put more pressure onto the surrounding roads list above.</p> <p>Also extra pedestrian and cycling traffic on the shared Sandridge/109 Shared Path is very probable not just because of the FBURA population increase, but the Montague School with probably enrol students from Docklands (as per the Port Melbourne Primary School). So the upgraded 125A tram stop on the 109 route is very likely to become a point on congestion in the future or possibly as soon as the Montague School opens.</p> <p>Bicycles now come in many different forms e.g. Cargo bike, trailers to carry children, hybrid road bike with pannier bags and Recumbent bicycle all can be used by people disabilities – and hard to lift over obstacles – so unpaved and rough surface - should not be planned in new developments.</p> <p>The road closures are a good idea for the parklands at Ferrars Street Education and Community Centre Precinct as long as there is a good clearly access that is paved suitable for road, cargo bike, bike with trailers to carry children, hybrid road bike with pannier bags and recumbent bicycles with adequate bike loop for secure parking.</p> |
| 3 | <p>We have received correspondence relating to the proposed road closures in the Railway Place, Ferrars St, and Gladstone St precinct in South Melbourne.</p> <p>A direct and significant impact of these closures and changes to parking arrangements is the reduction in all day parking for existing employees in the area. The surrounding streets, specifically Thistlethwaite St and Buckhurst St have all day parking on one side of the street only – which is full every day from very early in the morning. It’s putting pressure on employees to find alternative parking resulting in many doing multiple laps of the precinct looking for somewhere to park all day.</p> <p>We submit a request to change the one hour parking restrictions to all day parking in Thistlethwaite and Buckhurst to accommodate the reduction in street parking as a result of the street closures.</p> |
| 4 | <p>1st feedback submission received 28 September 2017</p> <p>I recently saw the changes being made to parking in the area. No doubt these will see the place greatly improved with outdoor spaces and easier access to public transport, but it will impact significantly on parking in the precinct.</p> <p>I just wanted to write with a request for a variation to the 1 hour parking restrictions on Thistlethwaite Street and Buckhurst Street to longer periods of 4hrs or better still, all day parking on both sides. I’d love to ride my bike to work every day, but with childcare drop-offs as part of my morning routine, this is very difficult to achieve. Many of us also require our cars during the day to go to and from meetings.</p> <p>2nd feedback submission received 19 October 2017</p> |

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| | It would be wonderful to have more ticket machines able to receive credit card payments. There are a stack of ticket machines that only take coins. |
| 5 | I'm in support of this. Extending the pedestrian zone of Acland Street has made it all the more inviting and people friendly. Adding more pedestrian zones will only improve the amenity of St Kilda further. |
| 6 | <p>I own a house near the proposed closures, so the proposal will affect me more than most.</p> <p>I love the proposal, and look forward to its completion. There is too much bitumen in this pocket of Fishermens Bend, and too little public open space. The proposal will improve the amenity of the local area for residents, and will make for a better environment around the new primary school for children and their families.</p> <p>Bravo, great idea.</p> |
| 7 | <p>Just wondering if you may be able to consider changing the parking structure on Thistlethwaite St</p> <p>I work at a business on this street and find that we are continually experiencing shortages of parking spots, which are all day spots as these are highly sought after.</p> <p>I believe you should review the parking structure on this street, as well as Buckhurst St, as there are a considerable number of 1-2 and 4 hour parks which are underutilised, but there is a high demand for all day parking in the area which needs to be addressed.</p> <p>I believe you should change some of the 1 hour spots to 8 hour spots. This will address the shortage of spots, and probably in turn increase your parking revenue, as nobody is using the 1 hour spots currently.</p> <p>Also, another suggestion would be to put electronic payment option on all meters in the area, particularly near the new park site, as I and many others have had to walk to the machine near the new school to buy a ticket and then walk back to our cars. In the 21st century, people do not carry large amounts of gold coinage with them.</p> |
| 8 | <p>I work on Thistlethwaite Street in South Melbourne and with all of the construction work in the area, the parking is very limited and myself, as well as my colleagues, are having to walk quite a distance from our cars to our workplace. When we are leaving work late, it isn't ideal to be walking these distances in the dark.</p> <p>Some of the parking in the area is for one hour and I was wondering if this can be extended to all day parking?</p> |
| 9 | Absolutely not. Unless Traffic Lights are put at the entrance of Gladstone street and Montague Street. It is already impossible to get out of Gladstone street safely. You have allowed a tower of residential units to be built here and have done nothing to allow for the traffic infrastructure. The amount of cars trying to move around and park in this precinct has increased dramatically. You have businesses in this area and you are removing parking for their clients. To restrict a second entry and exit route via Ferrars or Kerr Street will see traffic |

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| | <p>backed up on Gladstone street with business people and residents not being able to get out of their office buildings or homes. This is already the case in peak times. The intersection upgrade at City and Ferrars needs to be replicated at Gladstone and Montague intersection as well. And where are you going to provide parking for the additional people involved with the Primary School (teachers, parents, etc)? What is the number of students to car parks ratio? The majority of children these days and picked up and dropped off.</p> |
| <p>10 Victorian Government Agency - Victorian School Building Authority (part of the Department of Education and Training)</p> | <p>The Victorian School Building Authority (VSBA) has reviewed the City of Port Phillip’s recent proposal for changes to local streets and parking in the Ferrars Street Education and Community Precinct.</p> <p>With the new state-of-the-art South Melbourne Primary School (interim name) due to open for Term 1, 2018, and as a key stakeholder in the precinct, we appreciate the opportunity to contribute to your ongoing planning process by providing the following feedback on your proposal.</p> <p>The VSBA is committed to delivering facilities that maximise accessibility to all members of the community, in locations that are easily and safely accessed by the greatest number of students, with preference towards the use of sustainable modes of transport. With this in mind we provide our full support for the upgraded tram stop and direct access to the stop via the pedestrian crossing proposed for Railway Place.</p> <p>We understand Council are pursuing options for closure of Railway Place adjacent to the school and fully support this endeavour to provide safe access to public transport and an extension to the forecourt in front of the school, which could provide valuable additional outdoor space for students and the community.</p> <p>Given the mixed use nature of the area, we support the measures that have been proposed to manage vehicle movement and speeds. The reduced speed limit of 40km/h on the roads surrounding the school site, along with pedestrian crossings on Buckhurst Street and Ferrars Street, will help to increase road safety for children and ensure safe pedestrian access to the school site.</p> <p>We believe that the inclusion of drop off zones at a variety of locations will meet parent needs and help to distribute school traffic at peak times. We also support the incorporation of dedicated bus parking which will help to facilitate school operations as bus parking could not be included within the constrained school site.</p> <p>Further, we note our understanding of Council’s inclusion of additional parking on Douglas Street, as a compromise to local businesses who believed they would be negatively impacted if parking had been removed.</p> <p>The VSBA wishes to express our full support for Council in moving forward with the deliver of parking and streetscape upgrades to the Ferrars Street Education and Community Precinct, along with Montague Community Park which will provide valuable additional open space for students at the new school and members of the local community.</p> |

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| 11 | <p>I am in favour of the proposed changes however I wonder whether the council have fully understood the impacts of this project on traffic in the area. Currently, the lane markings for people travelling from Ferrars St onto City Road are insufficiently clear with many people turning right from the lane which directs traffic to go straight ahead. In addition, turning right onto City Road gets very congested because of the short distance between this right turn and the lights on City Road - this will presumably worsen once the school is operational as many more people will be coming from the school back onto City Road.</p> <p>We also see consistently aggressive driving behaviour in the general area of Ferrars and York St. People are taking the left turn onto York St at great speed (they are able to do so because they can take such a wide entry into the street), skipping lights, overuse of horns, etc. The right turn from York St onto Ferrars is also fraught with risk with the lane markings for the two lanes turning right being inadequate. We are also experiencing increasing traffic congestion on smaller roads such as Coventry Place (which in other neighbourhoods such as South Yarra near Chapel St being reserved exclusively for residents) with very little being done in terms of traffic wardens issuing fines for people who exceed parking durations.</p> |
| 12 | I agree to close the roads to make it safer for the children to play. You have left driveways for the residences so that is fine. |
| 13 | Yes |
| 14 | I think this is a very dumb idea, Ferrars street is a major through road why would you close parts of that? Everybody will then go into other residential streets, no is my answer. |
| 15 Victorian Government agency - VicTrack | <p>We refer to Council's letter to VicTrack dated 22 September 2017, notifying VicTrack of Council's intention to close:</p> <ul style="list-style-type: none"> - Railway Place - Ferrars Street - Gladstone Street <p>We understand that it is to support the Ferrars Street Education and Community Precinct.</p> <p>In the preparation of this response, VicTrack consulted Metro Trains Melbourne (MTM) and Yarra Trams, operators of railway land affected by the closures.</p> <p>We can advise that VicTrack, including Yarra Trams and MTM has no objection to the road closures.</p> |
| 16 | Railway place should; remain open. as it will be one of the few if not the last possible thoroughfare through that area for convenient access |
| 17 | Understand the need and fine with the road closures & parking changes for the new school. |

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| | <p>My only comment is helping with one of the knock on impacts. As I park in the area near the school on a Wednesday & Friday, however the school being there will make that impossible, though as per above fine with that and right priorities.</p> <p>However if you could as a mitigating action for those who are parking there currently, work with Melbourne City Council to change the parking restrictions on Whiteman St, an alternative, to greater than 9 hours, as often that's not enough for a work day, and the cynic in me thinks that's deliberate so they can double dip on parking revenue and fines. If they can change to similar restrictions as on Gladstone and Buckhurst, all day, it would help those impacted by the loss of spaces as a result of the school operating.</p> |
| 18 | <p>My comments come from the perspective of a local resident living in Ferrars Street.</p> <p>I commend the proposed road closures.</p> <p>The development of a high quality outdoor space is important in an area of high density housing. The proposed road closures will help to create much needed additional space for the community.</p> <p>The road closures offer safer community access to the park, school and City Road tram stop.</p> <p>The changes will help create a liveable local environment; a place where people want to be and are proud to live in.</p> <p>The proposal is a good solution for the broader community needs.</p> |
| 19 | <p>I represent the Owners Corporation of Surveyors Place, 111 Ferrars St, Southbank. It sits directly opposite the new Montague School & Park.</p> <p>It houses over 25 ++ Businesses and 295 ++ employees.</p> <p>The immediate surrounds has over 400 employees and 30 businesses.</p> <p>Since June 2016 when the Ferrars St Education & Community Precinct first went to public comment, I have been making representations to Council, Ministry of Planning, Education Department and the Fishermans Bend Redevelopment Task Force regarding the adverse effect the proposals would have on the Creative Business Hub of Surveyors Place.</p> <p>In all our submissions we have always been in favour of the School and the Park, but just wanting to get a balanced outcome for all parties. In particular better access to the Buildings and Buildings at the Northern end of Ferrars St</p> <p>In accordance with the Local Government Act 1989, Council is giving notice of:</p> <ol style="list-style-type: none"> 1. The permanent closure of Railway Place between Douglas Street and the southern boundary of South Melbourne Ferrars Street Primary School (interim name) |

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| | <p>2. Widening and reconfiguration of Railway Place between the southern boundary of South Melbourne Ferrars Street Primary School (interim name) and City Road.</p> <p>3. The permanent closure of Ferrars Street (between Douglas Street and Gladstone Street) and Gladstone Street (between Kerr Street and Ferrars Street) and narrowing Kerr Street to expand the size of Montague Community Park (interim name).</p> <p>4. Access for emergency services and vehicle access to existing properties at off-street car parks will be maintained.</p> <p>Comments to the Next Steps:</p> <p>We commend the Council Officers, in particular Anthony Traill & his team for their work.</p> <p>Generally we support the thrust of this new proposal with the exception of the way items 3 & 4 will be implemented.</p> <p>This current proposal goes a long way to addressing, many concerns.</p> <p>However the main problem still remaining is the lack of access and parking to the buildings and creative businesses at the end of Ferrars St within Surveyors Place.</p> <p>This will cause great disadvantage to the point of making these businesses unviable and the buildings un-leasable.</p> <p>We have prepared an Alternative Plan which will allow a “Win-Win” scenario.</p> <p>The attached Alternative Plan shows a small area in front of the driveway access to Surveyors Place that can be set aside for the inclusion of some 16 car spaces.</p> <p>This can be used for parking for workers and visitors to the main Buildings of Surveyors Place Creative Hub and be of significant benefit to help alleviate the loss of 104 street carpark in close proximity.</p> <p>We request that when the Park is being designed, this alternative plan be addressed giving better access and parking to the Creative Hub @ Surveyors Place.</p> <p><i>(Submitted a concept plan showing the addition of 16 car parking spaces on the northern section of Ferrars Street next to the entrances to Surveyors Place, noting this would take up 300m2 of park space.)</i></p> <p>We disagree with a number of the conclusions and responses against the alternative proposal by Council Officers and Consultants.</p> <ul style="list-style-type: none"> • We maintain that the small number of additional cars into this area will not cause any danger or problem with the operation of the school • The additional 16 car parks will only encroach some 300 sq approx. out of an 8300 sqm approx. park. This is not a significant area to the functionality of the Park, but of great benefit to the Businesses in the Creative Hub. |

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| | <ul style="list-style-type: none"> • Employees and Occupants of Businesses in the Creative Hub of Surveyors Place will be greatly disadvantaged by the loss of 104 street carparks and the restriction of access. <p>We implore the Councillors to reconsider the current Amendment and modify the proposal to reflect our Alternative Plan and the Community concerns regarding access and parking – especially to and from the School, the Park and Creative HUB of Surveyors Place</p> <p>These sorts of massive changes as to the way a community functions should be transitional over time and not instant!!</p> <p>We just want to co-exist within this community and not be forced to leave.</p> <p><i>(Attached further supporting information presented in previous submissions to Council during 2016 and 2017).</i></p> |