

## Summary of key feedback themes and officer responses

| Key issues and feedback from consultation  | Response to submissions  |
|--|--|
| <p><b>Proposed changes to Railway Place</b></p> <ul style="list-style-type: none"> <li>There was support for closing the northern section of Railway Place to provide safe pedestrian access between the school and tram stop.</li> <li>One submitter stated Railway Place should remain open as a thoroughfare between Douglas/Meaden streets and City Road.</li> </ul> | <p>The closure of Railway Place will improve pedestrian connections for school children and our current and future communities from the new Route 96 tram stop into the precinct. It will also provide extra pedestrian space adjoining the school forecourt.</p> <p>Railway Place is currently a one way cobblestone street linking Douglas Street to City Road. Council's proposed changes will maintain vehicle access to the southern section of Railway Place, with a turnaround area providing two-way access left in and out from City Road.</p> <p>Closing the northern section of Railway Place to provide safe pedestrian access between the school and tram stop will provide greater long term benefit than maintaining through-traffic access on Railway Place.</p> |
| <p><b>Development of Montague Community Park (interim name)</b></p> <ul style="list-style-type: none"> <li>The development of a park in the precinct was welcomed by residents and businesses.</li> <li>Residents mentioned the importance of open space, given the density of development proposed for Fishermans Bend.</li> </ul>                                      | <p>Montague Community Park (interim name) will provide much needed open space for the current and future community of Fishermans Bend.</p> <p>Council worked with the Victorian Government to purchase the park site opposite the school to provide open space for school students, residents and businesses.</p> <p>In August 2017, Council released the concept design for the park which includes a paved entrance area, landscaping, terraced areas and places for people to relax under shady trees. The park will open during the 2018 school year and will then be further developed in consultation with the community. In the future, the park could include additional facilities such as a playground or outdoor fitness equipment.</p>                               |
| <p><b>Removal of on-street parking spaces</b></p> <ul style="list-style-type: none"> <li>Business owners and occupiers said their staff, clients and visitors use on-street parking in precinct during weekday business operations.</li> </ul>   | <p>The proposed road closures and streetscape layout in the precinct are consistent with the streetscape design endorsed by Council on 5 April 2017. Council has developed an on-street parking mix to support visitors, workers and residents in the precinct and the endorsed streetscape design includes short term visitor parking spaces, loading zones and school drop off zones.</p> <p>In addition, on 21 October 2017 the Victorian Government released the draft Fishermans Bend Framework to deliver the vision for the area to the year 2050.</p> <p>The draft Fishermans Bend Integrated Transport Plan (ITP) was prepared by Transport for Victoria and released as a supporting document to the Fishermans Bend Framework.</p>                                    |

| <b>Key issues and feedback from consultation</b>   | <b>Response to submissions</b>   |
|--|--|
| <ul style="list-style-type: none"> <li>• Employees in the Ferrars Street precinct said they are competing for parking spaces with each other and with construction vehicles.</li> <li>• Employees requested that Council change on-street parking restrictions in the precinct from 1-2 hour to all day parking for employees (particularly on Thistlethwaite Street and Buckhurst Street).</li> </ul>                                   | <p>The ITP identifies several parking management options to support the vision for 80 per cent of transport movements in Fishermans Bend to be made by public transport, walking or cycling by 2050.</p> <p>The ITP notes that to maximise community benefits, on-street parking in Fishermans Bend should be:</p> <ol style="list-style-type: none"> <li>a) short-stay, paid parking</li> <li>b) parallel parking layout</li> <li>c) limited along key routes.</li> </ol> <p>Council recognises that the precinct is currently in transition from an industrial area to a mixed use precinct supporting residents, businesses and education and community services. We acknowledge that existing residents and businesses are experiencing changes to traffic and parking as more construction takes place at different sites.</p>  |
| <p><b>Parking provision for new school</b></p> <ul style="list-style-type: none"> <li>• There were queries about where school community would park once the school opens in early 2018 and whether the school building will provide parking for parents, students and staff.</li> <li>• Suggestions about mitigating impacts of school opening on existing parking users by increasing all day parking on surrounding streets</li> </ul> | <p>The new South Melbourne Ferrars Street Primary School (interim name) opening in early 2018 does not include off-street parking spaces. This is consistent with other new inner-city schools currently being developed by the Victorian Government including Prahran High School and Richmond High School.</p> <p>The school community, including staff and parents, are encouraged to use the short term drop off zones which will be provided on Kerr Street, Ferrars Street and Whiteman Street, or use the upgraded Route 96 tram stop adjacent to the school. In addition, the school building includes 80 secure bike racks to cater for those cycling to the building.</p> <p>Council will gradually review the existing on-street parking restrictions and will convert all-day parking to short-stay (for example, 1P or 2P) to promote turnover of spaces. Therefore, Council does not support the request to convert existing short-stay parking spaces to all-day parking.</p> |
| <p><b>Impacts of road closures on traffic flows</b></p> <ul style="list-style-type: none"> <li>• Business owners and occupiers and residents expressed concerns that the road closures will create traffic congestion on surrounding local roads which will in turn affect traffic flow in the wider Montague precinct</li> </ul>  | <p>The FSECP Proposed Works (June 2016) identified the following three road closures to expand the size of Montague Community Park and promote safe access between the school and Route 96 tram stop.</p> <ol style="list-style-type: none"> <li>a) Closures of Gladstone Street, between Kerr and Ferrars Streets, and Ferrars Street, between Gladstone and Douglas Streets</li> <li>b) Closure of Railway Place, between Douglas Street and school southern boundary</li> </ol> <p>In March 2017, Council commissioned Traffix Group traffic engineers to review the proposed streetscape layout, which included the proposed closures of Ferrars Street (between Douglas Street</p>  |

| <b>Key issues and feedback from consultation</b>  | <b>Response to submissions</b>  |
|---|---|
| <ul style="list-style-type: none"> <li>Residents expressed concerns about the closures of Ferrars Street and Railway Place as they consider these important through roads</li> </ul>  | <p>and Gladstone Street) and Gladstone Street (between Kerr Street and Ferrars Street) and narrowing Kerr Street. The Traffix Group report was attached to the Council Report endorsed on 5 April 2017. The Traffic Group report indicated that existing traffic volumes which would be redistributed as a result of these road closures can be accommodated by the local road network. Council will continue to monitor traffic flow in the precinct as it transitions over the coming years.</p> <p>VicRoads has upgraded the intersection of Ferrars Street and City Road to provide better access to the school and community facilities and also provide safer pedestrian and cycle access across the intersection.</p> <p>Council recognises that the precinct is currently in transition from an industrial area to a mixed use precinct supporting residents, businesses and education and community services. The road closures and streetscapes proposed by Council are designed to provide a safe environment for all people accessing the precinct.</p> |
| <p><b>Impacts of road closures on driver safety</b></p> <ul style="list-style-type: none"> <li>Concern that increased volume of traffic in the precinct will make certain manoeuvres (e.g right turns) more difficult and potentially unsafe for motorists</li> <li>Questions about whether traffic lights or other road treatments are needed to maintain safety and traffic flow</li> </ul> | <p>Council's streetscape design for the precinct identifies Buckhurst Street and Ferrars Street as key routes to and from the precinct.</p> <p>The intersection of Buckhurst / Ferrars / Douglas streets (the knuckle) has been redesigned with Buckhurst and Ferrars streets forming a continuous road and Douglas Street functioning as a side street. This intersection will feature pedestrian (zebra) crossings, intersection narrowing (kerb extensions) and a 40km/h School Zone speed limit that promotes lower vehicle speeds and provides safer access to and from the school and open space.</p> <p>These streetscape upgrades promote a safe environment and access for all road users. Council will continue to monitor traffic flow in the precinct as it transitions over the coming years.</p>  |
| <p><b>Bicycle lanes in the precinct</b></p> <ul style="list-style-type: none"> <li>There were concerns about a lack of separated bicycle lanes in the precinct.</li> <li>Suggestions that cycle connections from Ferrars Street across Southbank tram depot could be improved.</li> </ul>   | <p>The Victorian Government's vision for Fishermans Bend sets a target for 80 per cent of transport movements to be made by public transport, walking or cycling by 2050.</p> <p>The draft Fishermans Bend Framework released on 21 October 2017 proposes a new network of separated cycling routes in Fishermans Bend that connect to existing and planned cycling networks, including the Westgate Punt and Yarra River corridor.</p> <p>Council is advocating for dedicated separated cycle lanes along principle cycling routes throughout Fishermans Bend. Principle cycle routes are not proposed along Gladstone Street or through the site of Montague Community Park (interim name) at 2-4 Buckhurst Street, South Melbourne, which is why</p>   |

| Key issues and feedback from consultation   | Response to submissions  |
|---|--|
|   | <p>separated cycle lanes are not currently included in Council’s proposed streetscape design. However, Council is advocating for separated cycle lanes on Buckhurst Street and Ferrars Street.</p> <p>We expect the introduction of cycle lanes will occur over time as the precinct develops.</p>   |
| <p><b>Timing of road closures</b></p> <ul style="list-style-type: none"> <li>• Requests for information about the timing of Railway Place road closure, and when reconfiguration of parking on Douglas Street would occur.</li> </ul> | <p>Subject to Council’s decision on whether to proceed with the closure of Ferrars and Gladstone streets to maximise the size of the park, the road closures will occur before the school opens in January 2018. Site fencing and traffic devices will be used to block vehicle access to these streets, before construction works to create the new park begin.</p> <p>Closing the roads prior to the opening of the school will help encourage the new school community to use the drop-off zones and short term spaces on Ferrars Street, Kerr Street and Whiteman Street.</p> <p>Council also proposes to close the northern section of Railway Place before the school opens in January 2018. The exact timing of this permanent road closure will depend on further discussions with Public Transport Victoria and Yarra Trams, who will be carrying out works to the Route 96 tram stop adjacent to Railway Place in November and December 2017.</p> <p>Council will provide further updates to the community about the timing of works and road closures over the coming weeks and months. We encourage the community to view the latest project information on our website at <a href="http://www.portphillip.vic.gov.au/ferrars-st.htm">http://www.portphillip.vic.gov.au/ferrars-st.htm</a> and subscribe to receive project email updates.</p> |
| <p><b>Parking – credit card payment</b></p> <ul style="list-style-type: none"> <li>• Requests for more parking ticket machines with credit card payment capabilities.</li> </ul>  | <p>Council is progressively upgrading parking payment machines across the municipality to accept credit card payment. There are currently 465 parking payment machines across the City of Port Phillip. Of these:</p> <ul style="list-style-type: none"> <li>• 222 parking payment machines only accept coins.</li> <li>• 243 parking payment machines accept coins and credit card. 50 of these 248 machines have only recently been upgraded to accept credit payment since July 2017.</li> </ul> <p>A Council Report on paid parking technology will be presented at the Ordinary Meeting of Council on 6 December 2017.</p>  |