



**8.2** **MMRA PARK STREET TRAM STOP**  
**WARD:** **LAKE**  
**GENERAL MANAGER:** **CLAIRE FERRERES MILES, PLACE STRATEGY & DEVELOPMENT**  
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**TRIM FILE NO:** **66/33/11**  
**ATTACHMENTS:**  

1. CoPP Submission Letter - Park Street Dev Plan for public display - 2 Aug 2017
2. Park Street Tram Stop - Site Layout Plan and Render - July 2017
3. Letter - 11 May 2017 - Planning Scheme Amendment to include Park St in Melbourne Metro Project Land and Project Area
4. Park Street Concept Designs

**PURPOSE**

To seek Council endorsement of the officer submission to Melbourne Metro Rail Authority in relation to the Development Plan for the Park and Wells Street tram stop.

**1. RECOMMENDATION**

That Council:

- 1.1 Notes the City of Port Phillip's submission demonstrates Council's commitment to achieving the best outcome for community and commuters.
- 1.2 Endorses the Letter Submission (Attachment 1) to the Melbourne Metro Rail Authority in relation to the Development Plan for the Park and Wells Street tram stop.

**2. BACKGROUND**

- 2.1 The Melbourne Metro Rail Authority (MMRA) Metro Tunnel Project (MTP) is of State significance, and involves the creation of a new underground rail line and the construction of five new underground stations within the inner metro area to:



- 2.1.1 increase capacity of the rail network
- 2.1.2 improve transport integration (including train, tram and bike connections) and
- 2.1.3 facilitate associated transport network engagements within Metropolitan Melbourne.
- 2.2 The MTP is Victoria's largest transport infrastructure project, and is a vital component of Public Transport Victoria's (PTV) wider Network Development Plan. A new underground station at Domain will provide greatly improved access to public transport facilities for City of Port Phillip (CoPP) residents and commuters via new interchange points between train and tram services.
- 2.3 The project creates opportunities for CoPP to leverage long term investment for our community and to work with MMRA to keep the community informed about issues, disruptions and the progress of this project.
- 2.4 As part of the Project, a new legacy tram stop is to be constructed on Park Street, South Melbourne (Attachment 2) to allow for the increased demand for alternative tram routes during the construction on the main tunnel works. MMRA propose to construct the tram stop in November 2017.
- 2.5 The stop's significance will increase in future, when the Park Street Tram Link (the missing tram connection to South Melbourne) is delivered. This link will provide a high capacity link between Domain and the western part of the CBD, via Park Street and Clarendon Street.
- 2.6 Park Street, South Melbourne (St Kilda Road to Kings Way) was not originally included in the Project Land and the proposed tram stop was not reviewed by the Joint Panel Hearing or the Minister's Assessment under the Environmental Effects Act (1987).
- 2.7 In May 2017, MMRA sought an exemption to the planning approval process to increase the Metro Tunnel Project Land through intervention by the Minister for Planning to facilitate the construction of this tram stop. Council officers wrote to MMRA and advised that if the Minister elected to intervene, that it would expect that any future development on Park Street should respond to the Council's requirements (Attachment 3).
- 2.8 On 8 June 2017, the Planning Scheme Amendment was gazetted, which increased the Project Land to include Park Street South Melbourne. The consequence being that no planning approval for the works would be required under the Port Phillip Planning Scheme.
- 2.9 A development plan for the proposed tram stop has been placed on public exhibition by MMRA for 15 business days and officers have noted a number of recommendations on safety issues, design approach and strategic consideration of pedestrian and bike riders.

### **3. KEY INFORMATION**

#### **Domain Precinct and fostering place identity**

- 3.1 Park Street is centrally located within the Domain precinct. The precinct is undergoing rapid change, driven primarily through the construction of the Station and recent high density residential development and population growth.



- 3.2 Supporting the future communities of the Domain precinct requires collective attention to achieving:
- 3.2.1 a neighbourhood identity
  - 3.2.2 well designed, safe and integrated streets that encourage walking, reduce isolation and provide clear connections to Domain Station and Interchange, and to key destination points such shops, parks and cafes
  - 3.2.3 a public realm that provides opportunities for communities to connect, places for passive contemplation and for community activities
  - 3.2.4 building on existing public spaces so they become community assets that improve on community wellbeing, quality of life and property values
- 3.3 There are opportunities to work with MMRA, local developers and the community to help define the emerging character for St Kilda Road North, identify future projects and promote public ownership of this neighbourhood to shape its future growth.
- 3.4 Supporting this emerging identity, Park Street already demonstrates some key characteristics:
- 3.4.1 A local bicycle route of future importance, linking Clarendon Street shopping centre to the Domain Station. The importance of a Park Street bicycle route is elevated due to the difficulties associated with safe bike crossing of Kings Way at Dorcas Street.
  - 3.4.2 A place with important site lines between South Melbourne and the Domain Precinct, for example along Park Street towards the Shrine
  - 3.4.3 A key tram link and connection between South Melbourne and the Domain Precinct / St Kilda Road.
  - 3.4.4 A place subject to significant development pressure with a number of active planning approvals for higher density residential development being considered.

**Project Summary and Purpose**

- 3.5 A new level access tram stop will be built on Park Street, South Melbourne to the west of Wells Street. This will replace the existing 'safety zone' stop on the corner of Park Street and Kings Way. Yarra Trams' preferred option for this stop is a 'side platform' configuration, with pedestrian priority crossings provided at each end of the stop.
- 3.6 Up to 26 on street car parking spaces will need to be removed in order to facilitate the tram stop. These car parking spaces are ticketed spaces and will result in the loss of revenue for Council.
- 3.7 The stop is required to safely accommodate the expected number of patrons who will be displaced by the closure of Domain Interchange Tram Stop.

**Project Status**

- 3.8 Throughout 2017, Council advised that the tram stop design should consider, among other elements, the:
- 3.8.1 broader strategic directions of Park Street including landscaping to encourage walking and linkages between Domain Station and South Melbourne



- 3.8.2 the upgrade of Park / Wells Street intersection
- 3.8.3 the provision of bicycle lanes
- 3.8.4 safety concerns
- 3.8.5 impact on vehicular access to existing buildings
- 3.9 In July 2017, Council Officers identified concerns about lane widths, crossing points, the extent of track separation and bicycle safety. The comments also reiterated Council desires for better landscaping, improvements to the intersection of Park / Wells Street and the provision of separate bicycle lanes.
- 3.10 The Development Plan was released for community consultation on Monday 31 July.
- 3.11 As a stakeholder, Council's views on the design approach and impact on the immediate streetscape will be of relevant consideration in the Minister's assessment of the Development Plan.
- 3.12 The tram stop is scheduled for delivery in November 2017.
- CoPP's Key Design Principles for the Park and Wells Street Tram Stop**
- 3.13 The following principles have informed officer's comments to MMRA in relation to the Park and Wells Street Tram Stop and are based on the St Kilda Road North Strategic Plan adopted by Council in 2015 as well as the desire for development on Park Street to consider all road users.
- 3.14 Key Design Principles
  - 3.14.1 Bicycle Lane Improvement
  - 3.14.2 Pedestrian Safety Improvements
  - 3.14.3 Transport Modes Safety Improvement and Future Proofing
  - 3.14.4 Maintenance of Resident and Business Function
  - 3.14.5 Streetscape and Landscape Improvements
  - 3.14.6 Design Standard and Detail
  - 3.14.7 Flood Impact
- 3.15 The proposed submission, which presents these Key Design Principles, encourages MMRA to consider the Park Street Tram Stop not as an isolated deliverable, but as part of a wider strategy to deliver better connectivity and road use in the precinct. MMRA need to take a broader-strategic approach to all Domain Precinct projects to ensure the Domain Station and associated legacy projects are properly integrated and provide the optimal outcome for the community.
- 3.16 **Specific Design Concerns**

Council's proposed submission includes the following recommendations and opportunities in relation to the new tram stop:

  - 3.16.1 Include separated bicycle lane
  - 3.16.2 The tram stop is designed for a 50km/h speed limit, current speed limit is 60km/h



- 3.16.3 Provide signalisation of the Park / Wells Street intersection
- 3.16.4 Review several new turning restrictions
- 3.16.5 Increase pedestrian priority
- 3.16.6 Increase the proposed tram platform to Victorian Rail Industry Operators Group (VRIOG) standards
- 3.16.7 Address the risks shown in flood modelling
- 3.16.8 Address changes to building services
- 3.16.9 Address the Development Plan Review Committee (DPRC) question of road width and whether it can accommodate larger vehicles
- 3.16.10 Minimise loss of parking
- 3.17 Council officers are concerned that the current plan does not offer the best sustainable transport option, properly account for forecasted residential and business growth and accommodate for the area's future role as a transport hub.
- 3.18 A conceptual design prepared showing how all of the key elements of the wider streetscape upgrade could be delivered (including bicycle lanes, upgraded streetscape and indented parking) is outlined in Attachment 4.
- 3.19 Possible Future Partnership Projects**
- 3.20 Any streetscape upgrades that coincide with the Park Street Tram Stop need to allow for the possibility of a dedicated bike and pedestrian link along the entire length of Park Street from St Kilda Road to Kings Way.
- 3.21 A complete link from Domain Station to Clarendon Street via Park Street would link the new Train Station into South Melbourne's shopping centre
- 3.22 It is acknowledged, that such future works would likely result in the following impacts:
  - 3.22.1 potential loss of further on-street car parking (possibly minimised through incorporating indented parking)
  - 3.22.2 costs associated with altering the kerb outstand to accommodate additional planting including services relocation
  - 3.22.3 changes to the kerb outstand to accommodate the bike link may require the removal (or replacement) of several existing trees.
- 3.23 As Park Street forms part of the Metro Tunnel Project Land, Council could continue to encourage broader outcomes and seek funding from MMRA, Cross Yarra Partnership (the preferred respondent to the Public Private Partnership for the MT), Developers and the community, as well as other State Government Agencies such as VicRoads to achieve the best possible outcomes for the community.



## FURTHER SUPPORTING INFORMATION

### 4. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 4.1 The development of the Metro Tunnel (MT). and by association the Park Street Tram Stop, is consistent with the Council Plan 2017-2027, specifically supporting Direction 2 - We are connected and it's easy to move around. This includes:
- 4.1.1 maximising community benefit around MT linked projects
  - 4.1.2 advocating for investment in public transport to address network gaps
  - 4.1.3 mitigating the amenity impact of MT including minimising the loss of trees

### 5. CONSULTATION AND STAKEHOLDERS

- 5.1 Officers have been negotiating on the Park Street Tram Stop design with MMRA, Yarra Trams and other key stakeholders during regular TTWG meetings since early 2016. Since options for design were first presented in mid-2016, Council officers have been providing comments to MMRA in line with the design principles stated in this report.
- 5.2 MMRA are conducting community consultation around the tram stop designs in the form of the Park Street Development Plan public submission process. This is the first opportunity public have had to understand the proposal and design of the Park Street Tram Stop.

### 6. SUSTAINABILITY – Triple Bottom Line

#### 6.1 ENVIRONMENTAL IMPLICATIONS

- 6.1.1 The Melbourne Metro Rail Project supports the UN Sustainable Development Goal 11: Make cities inclusive, safe, resilient and sustainable by providing additional capacity and resilience to Melbourne's transport network, and significantly improving accessibility to jobs, recreation and services for residents of Port Phillip.
- 6.1.2 The Park Street Tram Stop and future Park Street Tram Link will improve the overall sustainability of CoPP's transport system, by improving infrastructure that allows for a shift away from private vehicles to public transport, with a commensurate decrease in greenhouse gas emissions and other environmental externalities associated with car travel.

### 7. IMPLEMENTATION STRATEGY

#### 7.1 TIMELINE

- 7.1.1 Monday 31 July – MMRA Park Street Development Plan Released to public
- 7.1.2 Thursday 3 August and Tuesday 8 August – MMRA host consultation pop-up evening sessions at 402 St Kilda Rd.
- 7.1.3 Monday 21 August - Public submissions close
- 7.1.4 MMRA collate submissions and provide report to Government
- 7.1.5 Relevant Minister undertakes review and approval process



7.1.6 November 2017 –Yarra Trams scheduled to commence construction on tram stop

**7.2 COMMUNICATION**

7.2.1 The Park Street Development Plan is available for download on MMRA website and displayed at Council libraries; St Kilda, Albert Park and Emerald Hill.

7.2.2 MMRA have confirmed that they are

7.2.2.1 Release the Park Street Development Plan to public submission from Monday 31 July to Monday 21 August

7.2.2.2 Distribute letters to residents and business (both owners and occupiers) in the surround area, informing them of the Development Plan, pop-up sessions and where to find more information

7.2.2.3 Host two evening pop-up (information) sessions on Thursday 3rd August and Tuesday 8th August at 402 St Kilda Road

7.2.2.4 Door-knock residents and business in the immediate area (on Park Street) surrounding the Park Street Tram Stop

7.2.2.5 Posting information on their social media channels

**8. OFFICER DIRECT OR INDIRECT INTEREST**

8.1 No officers involved in the preparation of this report have any direct or indirect interest in the matter.

REFERENCE ONLY - NOT TO BE REMOVED