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2/08/2017

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Dear Mr Tattersall

METRO TUNNEL PROJECT - PARK STREET TRAM STOP DEVELOPMENT PLAN - CITY OF PORT PHILLIP FEEDBACK

City of Port Phillip Council is in receipt of the Park Street Tram Stop Development Plan for Public Display issued on 31 July 2017. Council welcomes the opportunity to be involved in the design of this exciting legacy asset as part of the wider Domain Precinct and the Metro Tunnel Project (MTP). Council's priority is to achieve the best design outcome for community and to ensure the Development Plan provides a balanced solution for all road users, and the existing, and future, community.

In order to fully support Melbourne Metro Rail Authority (MMRA) in the delivery of the Park Street Tram Stop Council requests the Development Plan be modified to reflect a broader strategic approach that acknowledges the importance of Park Street within the Domain Precinct and as a key connection point between the Domain Station and the South Melbourne Activity Centre.

Council seeks the opportunity to continue working with MMRA on the Development Plan to incorporate the following Key Design Principles, which demonstrate this approach:

1. Bicycle Lane Improvement

Park Street is an important future bike connection through from Domain Station to South Melbourne, which is recognised within the MMRA Urban Design Strategy. Separated bicycle lanes should be included within the tram stop design to link with possible future bicycle lanes across Kings Way, into the proposed Moray Street bike link and the western part of the CBD, Clarendon Street, and Fisherman's Bend. This will provide a continuous route from St Kilda Road into key destination points within the City and promote more sustainable choices of transport.

In the Development Plan the road adjacent to the new platform should, as a minimum, accommodate both bicycles and vehicles to enable passing and remove the risk of conflict and accidents. Reducing the speed to 40kph goes some way to addressing this, but a better outcome would be for separated bike lane provision.

2. Pedestrian Safety Improvements

The junction of Wells Street and Palmerston Street will experience higher pedestrian volumes with tram stop patrons accessing the platforms. These junctions also experience relatively high traffic volumes and the roads are wide. To improve pedestrian safety and support people accessing the tram stop additional safety measures should be included in the design. A combination of priority pedestrian crossings and/or kerb extensions could address this, but signalisation would provide the optimal safety solution for all modes of transport.

The platform width should be future proofed to meet growth in tram patronage and be compliant with the Victorian Rail Industry Operators Group (VRIOG) standards. MMRA have conducted tram patronage modelling which suggests the 2.8m platform meets the future anticipated needs of this tram stop. Given this stop is a legacy outcome, Council officers believe the proposed platform width should be widened to provide maximum safety and comfort for tram patrons or that a better and safer configuration be considered.

The use of fences and bollards as pedestrian barriers should be minimised at the tram stop facility to reduce funnelling and to elevate pedestrian access to trams.

3. Transport Modes Safety Improvement and Future Proofing

Due to the anticipated growth within the St Kilda Road North Precinct, increased tram movements and the high volumes of vehicle traffic on Park Street, the removal of the conflict between transport modes should be addressed by signalisation of the Park Street, Palmerston Crescent and Wells Street intersection. This will also improve the ability to control vehicles across Park Street and provide for tram prioritisation. Signalisation will also future proof this junction for precinct growth.

Road widths should be compliant with Austroads and Vicroads standards recognising that Park Street is a high volume Council main road. The current road width adjacent to the tram stop on the north is not compliant with hard infrastructure on either side and there is a risk of damage to vehicles and infrastructure.

4. Maintenance of Resident and Business Function

The Park Street Tram Stop will provide a positive outcome for public transport in the area, however, there will be a loss of parking and a narrowing of road width adjacent to the tram stop. This will restrict the ability of businesses and residents to service their facilities.

Access for residents and businesses to their facilities will need to be maintained or alternatives agreed with the relevant party. There are currently a number of larger vehicles that access crossovers and side streets that will be impacted by the reduced swept paths as part of the design.

Early communication with the impacted residents and businesses should be undertaken to ensure that the impact is understood and alternatives are agreed where it cannot be designed out.

5. Streetscape and Landscape Improvements

Park Street will be a key link from Domain Station to South Melbourne for a variety of transport modes as well as being an area of significant development which will increase the activation of the area and requires a public realm that reflects this.

Concepts for streetscape and landscape improvements on Park Street, including improvements in tree planting, should be developed, to link with possible future boulevard tree planting along the length of Park Street that would provide a green link from Clarendon Street, South Melbourne into the Domain and Botanical Gardens Precinct.

The MTP should provide leadership in creating pedestrian, bike and tram links into Domain Station that are welcoming, safe and comfortable for all. Tree and avenue planting is one of the most effective methods of achieving this high level outcome.

6. Design Standard and Detail

A precinct approach to materials and a consistent palette of quality street furniture should be established with City of Melbourne to enable a holistic design approach to this tram stop and the wider area.

The design of this legacy tram stop needs to be of a quality and standard that will demonstrate the commitment to high quality urban design and the city shaping change that the MTP will bring.

A lighting design analysis must be conducted and installed to provide safety and security to the tram stop and immediate area.

7. Flood Impact

Flood modelling undertaken has shown that the 1:100 year flood level risk will be raised by up to 40 mm for properties to the north. As advised by MMRA designers the flood extent is already touching or close to the property boundary and any increase in the risk would not be a positive outcome for the project. Council expects that MMRA works with its designers to remove this risk.

Council urges MMRA to review the design to ensure that it meets its obligations and achieve a sound legacy outcome for the community for the reasons provided above.

Council supports providing clarity in the Development Plan for public consultation on the design outcomes and impacts, to enable community to provide informed feedback. We would be pleased to continue to work with MMRA on a design that provides a better community outcome, but offers a cost effective solution that can be delivered efficiently and enables MMRA to meet its obligations.

Yours sincerely

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