



10.1 **PARK STREET STREETScape IMPROVEMENT PROJECT-
CONSULTATION OUTCOMES**

EXECUTIVE MEMBER: **KYLIE BENNETTS, GENERAL MANAGER, CITY GROWTH AND DEVELOPMENT**

PREPARED BY: **DAVID MACNISH, HEAD MAJOR TRANSPORT PROJECTS - DOMAIN PRECINCT**
THOMAS MASON, ACTING PROJECT MANAGER - DOMAIN
CHE SUTHERLAND, ACTING MANAGER PARTNERSHIP & TRANSPORT
BRIAN TEE, EXECUTIVE MANAGER CITY PLANNING AND SUSTAINABILITY

1. PURPOSE

- 1.1 To present the outcome of community engagement on the draft concept design for the Park Street Streetscape Improvement Project (the Project) and seek Council endorsement to proceed to detailed design and construction of the Project.

2. EXECUTIVE SUMMARY

- 2.1 The Park Street Streetscape Improvement Project (the Project) implements Council's Domain Precinct Public Realm Masterplan (Masterplan) and Move Connect Live, Integrated Transport Strategy 2018 (ITS).
- 2.2 Park Street is a road safety blackspot with 20 crashes in the past 5 years.
- 2.3 The Project objectives include improving the streetscape and safety for all road users and installing a dedicated protected bike lane linking Moray Street to St Kilda Road.
- 2.4 At the Council Meeting on 20 October 2021, Council endorsed the release of the draft concept design of the Park Street Streetscape Improvement Project, detailed in Attachment 3, for community engagement. Engagement took place over four weeks (15 November - 12 December 2021) and involved a direct mail out, email, online community sessions and meetings.
- 2.5 Council received 161 Have Your Say Survey responses and 56 written submissions. This is a relatively high engagement rate compared to other Council projects.
- 2.6 Key themes of the community response included support for streetscape improvements, safety improvements and dedicated bike lanes. Concerns focussed on traffic capacity, footpath widths and loss of parking. The Engagement Report is included in Attachment 1. Community concerns that may be addressed through changes to the concept design as part of the detailed design are outlined in Attachment 2.

3. RECOMMENDATION

That Council:

- 3.1 Thanks community members who provided feedback on the Park Street Streetscape Improvement Project draft concept detailed in **Attachment 3**.



- 3.2 Notes the findings of the Park Street Streetscape Improvement Project Engagement Report as outlined in **Attachment 1**.
- 3.3 Endorses proceeding to detailed design and construction, incorporating changes proposed in response to community feedback detailed in **Attachment 2**.
- 3.4 Notes the total estimated project cost of \$2m for design and construction is funded by:
 - 3.4.1 \$1.2m State Government funding (via Rail Projects Victoria)
 - 3.4.2 \$800k Council funding from Council's Transport Reserve Fund as part of the 2022-2023 Council Budget

4. KEY POINTS/ISSUES

Background

- 4.1 On 18 September 2019, Council endorsed the Domain Precinct Public Realm Masterplan (the Masterplan). The Masterplan identified the Park Street Streetscape Improvement Project (the Project) as high priority for delivery, including the bike lane and streetscape upgrade.
- 4.2 The transformation of the Domain Precinct, including the construction of Anzac Station and private developments, will see a significant increase in public movement to, from and within the precinct. Even a small addition in the use of vehicles resulting from these changes will adversely impact existing traffic congestion. In response, Council has been considering improving safe transport alternatives to driving.
- 4.3 Park Street is a strategically important east-west bike riding connection with a signalised crossing at Kings Way. It is the most direct link between Anzac Station and South Melbourne, including the South Melbourne Market and the Clarendon Street activity centre.
- 4.4 The Park Street bike corridor is listed for delivery in Council's Move, Connect, Live, Integrated Transport Strategy 2018 (ITS). The bike lane connects the existing bike corridor on Moray Street (ITS Route 1) to St Kilda Road (ITS Route 15), a current \$27m Victorian State Government project.
- 4.5 Park Street, between Moray Street and St Kilda Road, has a high number of crashes compared to other Council-managed roads. 20 reported crashes were recorded in the 5-year period ending December 2020. The engagement taken for this report showed community support for improving safety on Park Street.
- 4.6 The Department of Transport (DoT) classified Park Street as a C1 Strategic Cycling Corridor in 2019. The C1 classification is given to primary routes which make up the core bicycle network and connect places of state significance
- 4.7 Rail Projects Victoria (RPV) has committed up to \$1.2m for Council to construct a protected bike lane on Park Street. RPV also relocated nine overhead tram poles at a cost of approximately \$1m to accommodate the Park Street bike corridor.

Proposal

- 4.8 On 3 March 2021 Council considered a concept design and resolved to:

Request officers to redesign the Park Street Streetscape Improvement Project to provide Loading bays on Park Street within the vicinity of commercial premises and residential buildings located on Park Street.



- 4.9 In response to the decision of 3 March 2021, a revised design was considered at the Council Meeting on 20 October 2021. At that meeting, Council endorsed the release of the draft concept design for community engagement.
- 4.10 This report considers the outcome of the community engagement including recommended changes to the concept design that reflects community feedback. Attachment 2 details issues raised by the Community that may be addressed through design changes, these are also described below and further detailed in Section 5 (items 5.8 to 5.21). The project scope includes:
- Enhanced streetscape between Kings Way and St Kilda Road; resurfacing the footpaths, providing about 400 square metres of new low-level garden beds and increased tree canopy (net gain of 15 trees).
 - Protected bike lane between Kings Way and St Kilda Road.
 - Retention of the existing unobstructed/effective footpath widths of three metres, save for some narrowing at intersection pinch points (Kings Way and St Kilda Road approaches).
 - Retention of 12 of the current 23 parking spaces on Park Street between Kings Way and St Kilda Road (the design previously considered by Council on 3 March removed all parking spaces in this section).
 - 30 additional car parking spaces installed on Bank Street to offset losses on Park Street (completed in November 2021).
 - Integration with the recently installed signalisation of Park and Wells Street intersection.
 - Retention of existing road traffic capacity on the approach to Kings Way westbound.
 - Raising the bike lane to footpath level adjacent to the tram stop to maximise bike lane width and separation from traffic and pedestrians. This allows the retention of parking bays and provides a safe separation for vehicle unloading zones.
 - Removal of the Kings Way left turn slip lane to increase the footpath width, and provide a safer pedestrian waiting area and more direct crossing alignment over Kings Way.
 - Retaining the left turn lane on Park Street at the intersection with St Kilda Road.
 - Provision of bike parking spaces along the corridor.
 - Temporary protected bike lane between Moray Street and Kings Way including the removal of 12 parking spaces between Moray Street and Kings Way and changed parking controls to retain the existing number of residential parking bays. Council has previously agreed to seek DoT funding for the temporary bike lane estimated at \$150k. Funding for the temporary bike lane is not sought in this report.

5. CONSULTATION AND STAKEHOLDERS

Community Engagement



- 5.1 At the Council Meeting on 20 October 2021, Council considered an outline of engagement questions and endorsed the release of the draft concept design for community engagement.
- 5.2 Council also sent the draft concept design to RPV and DoT.
- 5.3 Community engagement occurred over a four-week period (15 November - 12 December 2021) and included:
- 5,700 letters mailed out to owners, residents and businesses
 - Have Your Say survey, with ability to provide open comments and written submissions on the proposal
 - 3 online community sessions
 - meetings with residents, resident groups and businesses, particularly those with trading frontages on Park Street
 - social media posts
 - project posters displayed along Park Street with QR codes linking to further information.
- 5.4 Council received 161 Have Your Say Survey (HYS) responses (including 136 comments and 56 written submissions). This is a relatively high engagement rate compared to other Council projects. 80.7% of the HYS respondents live on Park Street, a surrounding street or have a business on Park Street.
- 5.5 The key findings from the community engagement are as follows:
- 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 the 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 support for “other” 9.9%.
- 5.6 The majority of community members (residents and business) who engaged via phone calls, in-person meetings and emails supported the project.

Key Themes

- 5.7 Key Themes identified from the 136 survey comments and 56 submissions are listed below in order of community priority:

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Key Themes	Survey comments	Submission comments	Total
1) Comments in support of the bike link	68	22	90 <i>(53 against)</i>
2) Support for greening and footpath upgrade	47	37	84
3) Comments in opposition to the bike link	68	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 design	3	3	6
11) Concerns related to removal/ replacement of existing trees incl. the olive tree	4	1	5

Proposed Design Response

5.8 Council officer's response to the key themes including any proposed mitigation measures are detailed below. These proposed changes to the design are subject to detailed design and a safety assessment via an independent Road Safety Audit.

5.9 (Item 1) Comments in support of the bike link

No action required, addressed by project.

5.10 (Item 2) Support for greening and footpath upgrade

No action required, addressed by project.

5.11 (Item 3) Comments in opposition to the bike link

Alleviate key concerns (where possible) as outlined in the following sections of the report.



5.12 (Item 4) Concerns related to impacts on traffic at Kings Way (westbound).

The concept design proposes to have the bike lane on road at the approach to Kings Way (west bound), this reduces the length of the right-hand turn lane, which may impact traffic capacity. In response to these concerns officers will amend the design to maintain the existing road extents and traffic capacity by moving the bike lane alignment behind the existing kerb.

Council officers will also ask DoT to review the current signal design to improve Park Street traffic flows by increasing green light time or including a double right turn. These changes may be incorporated as part of the Park Street Tram Link project.

5.13 (Item 5) Concerns related to existing safety on Park Street

An independent Safe System Assessment (SSA) found that the project provides a substantive overall safety improvement for all road users.

5.14 (Item 6) Concerns related to proposed footpath width, specifically due to increased volumes of pedestrians moving to and from Anzac Station

Detailed pedestrian modelling for the Anzac Station undertaken by Cross Yarra Partnership shows that the anticipated pedestrian volumes on the southern side of Park Street will be 625/hr during peak, or the equivalent of 10 people every minute.

Based on industry standards the proposed footpath widths (including at pinch points and footpath trading zones) can comfortably accommodate the anticipated pedestrian volumes.

The proposed footpath width complies with Australian Standards and the design has been assessed by an independent Road Safety Audit.

5.15 (Item 7) Concerns related to potential pedestrian / rider conflicts

The concept design proposes a rumble strip line marking and green pavement treatment to delineate pedestrian and bike zones where there is no physical separation.

Officers will amend the design where bikes are at footpath level and no physical separation is proposed. Options proposed include intermittent physical protection and planter beds to guide bike and foot traffic.

5.16 (Item 8) Concerns related to lack of safe pedestrian crossing times at Kings Way.

Council officers have asked DoT to address this issue and any changes at the intersection may be incorporated as part of the Park Street Tram Link project.

5.17 (Item 9) Concerns related to carparking loss

The following responses have been identified to address concerns about parking loss:

Parking Offsets

- Installation of 30 new car parking spaces on Bank Street, between Kings Way and Wells Street. (Completed in November 2021 as per Council's resolution.)

Kings Way to St Kilda Road

- In response to concerns of lack of conveniently located loading for properties along this section of Park Street it is proposed to convert four parking spaces on



Wells Street and Palmerston Crescent near the intersection of Park Street to loading zones and short-term drop-off bays.

- Adjust parking controls for the remaining 12 parking spaces, to align with feedback received from the Have Your Say survey.

Moray Street to Kings Way

- To address the impact of the removal of 12 parking spaces between Heather Street and Kings Way, Council are proposing to:
 - replace the four (4) Taxi Zone parking bays with public parking spaces for residential permit holders
 - change some of the existing no limit parking spaces adjacent the Eastern Road Reserve to short term public parking spaces for residential permit holders

These changes mean the number of bays for residents and their visitors will not be reduced.

5.18 (Item 10) Concerns related to safety at Heather Street roundabout in design

Officers have sought further input from DoT on opportunities to improve the roundabout at Heather Street. However, as the treatment is temporary, the options are limited to low level infrastructure and line marking between existing kerbs.

5.19 (Item 11) Concerns related to impact on existing trees including the olive tree

Officers as part of the detailed design are anticipating retaining an additional 2-3 existing trees. In total there will be a net increase of 15 trees as part of this project.

The Olive Tree Restaurant are supportive of proposed treatment which involves replacement of the existing olive tree with mature specimens.

5.20 Other concerns have been identified through other project engagement channels:

Potential impacts to on-street dining between Kings Way to St Kilda Road

The footpath widths are consistent with other activity centre outdoor trading areas within the municipality and are supported by City of Port Phillip Footpath Trading Guidelines.

Council officers have contacted businesses with trading frontages on Park Street. All 8 businesses contacted are unconcerned or supportive of the proposed works.

Some businesses have requested further involvement as the design progresses. Officers will continue to directly collaborate with businesses to look to enhance their trading areas and the overall streetscape of Park Street.

Access of parked cars across bike lanes, including with young children (temporary section Moray to Kings Way)

The proposed design allows for an unobstructed 1m wide buffer between parked cars and the bike lane.

The proposed bike lane is slightly wider than the minimum widths required to support bike rider passing. To increase the buffered protection zone between the bike lane and parked cars Council will reduce the bike lane width.



In accordance with Australian Standards, the marking of the bays will ensure that enough room is allowed for each bay to enable loading and unloading from the car boot.

- 5.21 Attachment 2 provides a detailed summary of how Council officers propose to address items of concern as part of the next phase of the project.

6. LEGAL AND RISK IMPLICATIONS

Kings Way to St Kilda Road

- 6.1 RPV advice is that deferring or not proceeding with the Project is likely to result in the withdrawal of the \$1.2m funding which would not be reallocated to another project.
- 6.2 Not proceeding with the Project may also risk opportunities for funding for future projects and may affect Council's reputation for delivery.

7. FINANCIAL IMPACT

- 7.1 In September 2021 Council requested that the Victorian Government fund the following components of the Park Street Project through its Pop-up Bike Lane Program:
- \$150k for the temporary protected bike lane between Moray Street and Kings Way
 - \$70k for the delivery of the Bank Street parking reconfiguration works.
- 7.2 The Park Street Streetscape Improvement Project has **\$2m** allocated to it in the Council Budget, comprised of:
- \$1.2m external funding – RPV (design and construction east of Kings Way)
 - \$800k Council funding (through the Sustainable Transport Reserve).
- 7.3 The design responses listed in Attachment 2 are yet to be appraised by a Quantity Surveyor. It is anticipated that the design responses will be delivered within the existing project budget.

8. ENVIRONMENTAL IMPACT

- 8.1 This project will deliver a net increase in tree canopy cover and reduce paving reducing the urban heat island effect and supporting biodiversity.
- 8.2 A safe, continuous and connected protected bike lanes will encourage increased bike riding for local access, commuting and recreational trips. It also has the potential to decrease car use and associated pollution.

9. COMMUNITY IMPACT

- 9.1 The Park Street Streetscape Improvement Project delivers Outcome 2 of Councils' Move, Connect, Live: Integrated Transport Strategy, 'Our community is healthier because it has safe, connected and convenient walking and bike riding choices'.
- 9.2 Providing safe and comfortable active transport alternatives ensures a more inclusive approach, allowing a larger proportion of the community to take up active travel modes.
- 9.3 The delivery of a network of bike corridors and improving access will help to realise 10-minute neighbourhoods within the municipality and better connection for the community to support activity centres throughout the municipality.



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10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

10.1 The Park Street Streetscape Improvement Project aligns to Strategic Direction 2 of the adopted Council Plan 2021-31:

Liveable: Port Phillip is a great place to live, where our community has access to high quality public spaces, development and growth are well managed, and it is safer and easy to connect and travel within.

The project fits within the four-year strategy: The City is well connected and easy to move around with options for sustainable and active transport.

11. IMPLEMENTATION STRATEGY

11.1 TIMELINE

November 2021

Community engagement on the design for Park Street Streetscape Improvement Project – November to December 2021 (four weeks)

March 2022

Council decision point: Council considers endorsement to proceed to detailed design and delivery (this report).

March- June 2022

Deliver temporary bike lane between Moray Street and Kings Way

Late 2022

Complete detailed design and updated cost estimates

2023

Construction commencement.

11.2 COMMUNICATION

11.3 Notification in advance of this Council meeting has been made to community members who engaged with the project.

11.4 A project update including Council's resolution will be sent to community members that engaged with the project.

11.5 Officers will continue to work with directly affected properties through the life of the project.

12. OFFICER DIRECT OR INDIRECT INTEREST

12.1 No officers involved in the preparation of this report have any material or general interest in the matter.

ATTACHMENTS

1. Engagement Report  [↓](#)
2. Design Response  [↓](#)
3. Concept Design  [↓](#)