



## Design Update Recommendations for Detailed Design

Based on feedback received during the Community Engagement and as per Park Street Streetscape Improvement Council Report (02.03.22), Section 5.10.

Engagement Themes	Design Response Summary <i>(see page 2 of this PDF for concept design mark-up showing items: 4, 7, 8, 9, 10, 11 &amp; 12b.)</i>
<b>Key themes from Have Your Say open comments and written submissions</b>	
1) Comments in support of the bike link	No action required, addressed by project.
2) Support for greening and footpath upgrade	No action required, addressed by project
3) Comments in opposition to the bike link	Alleviate key concerns (where possible) as outlined.
4) Concerns related to impacts on traffic at Kings Way westbound	The current 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 such that it maintains the existing road extents and traffic capacity by adjusting the bike lane alignment so that it is 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 able to be incorporated as part of the Park Street Tram Link project.
5) Concerns related to existing safety on Park Street	The Project has been subject to an independent Safe System Assessment (SSA), comparing existing conditions, with the current concept design. The SSA found that the current design had a substantive overall safety improvement compared with existing conditions, for all road users. Officers will continue to refine the design with the intent to improve safety outcomes through detailed design, particularly in response to Road Safety Audit findings.
6) Concerns related to proposed footpath width and pedestrian link to Anzac Station	Detailed pedestrian modelling for the Anzac Station has been undertaken by Cross Yarra Partnership. The modelling data available 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 volumes of pedestrians. The proposed footpath width is in accordance with Australian Standards and the design has been assessed by an independent Road Safety Audit.
7) Concerns related to potential for pedestrian / rider conflicts	Where there is no physical separation, the current design proposes a rumble strip line marking and green pavement treatment at key locations to delineate pedestrian and bike zones. 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.
8) Concerns related to lack of safe pedestrian crossing times at Kings Way	Council officers have begun advocating with DoT regarding this issue. Changes at this intersection may be able to be incorporated as part of the Park Street Tram Link project.
9) Concerns related to carparking loss	Council acknowledge the Project will have an impact on the car parking supply. In response officers propose the following:  <b>Parking Offsets</b> - 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.) <b>Kings Way to St Kilda Road</b> - Convert four (4) parking spaces on Wells Street and Palmerston Crescent near the intersection of Park Street to loading zones and short-term drop-off bays. Responding to concerns of lack of conveniently located loading for properties along this section of Park Street. - Adjust parking controls for the remaining 12 parking spaces, to align with feedback received from the Have Your Say survey. <b>Moray Street to Kings Way</b> - To address the impact caused by the removal of 12 parking spaces between Heather Street and Kings Way, Council are proposing to: o remove the four (4) Taxi Zone parking bays and replace with public parking spaces available for residential permit holders o change some of existing no limit parking spaces adjacent the Eastern Road Reserve to short term public parking spaces available for residential permit holders The intent of these changes is to retain the same number of bays available for residents and their visitors on completion of the project. <b>Domain Precinct</b> - Officers will also complete the Domain Parking Review in 2022.
10) Concerns related to safety at Heather Street roundabout in design	As the proposed treatment at the roundabout at Heather Street is temporary, works are limited to low level infrastructure and line marking between existing kerbs. Officers have sought further input from DoT to see if there are other opportunities for improvements for the temporary portion of the project.
11) Concerns related to removal/ replacement of existing trees including the olive tree	During detailed design officers will amend the design to retain existing trees where possible. It is anticipated that there are an additional 2-3 existing trees that can be retained. Where this is not possible, replacement trees will be installed. It is worth noting that The Olive Tree Restaurant are supportive of proposed treatment and the approach to the replacement of the existing olive tree with mature specimens.
<b>Additional items raised through other engagement channels:</b>	
12a) Concerns about potential impacts to on-street dining between Kings Way to St Kilda Road	Officers are actively addressing this item via direct engagement with businesses. Businesses with trading frontages on Park Street are generally unconcerned by or supportive of the proposed works, with all 8 directly engaged with by officers. Some businesses have requested to be further engaged as the design progresses. Officers propose to continue to directly collaborate with businesses to ensure we can effectively incorporate their aspirations into any future design work, to enhance their trading areas and the overall streetscape of Park Street. 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.
12 b) Concerns related to 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. This is a typical dimension for a protected bike lane, based both on current design standards and what has recently been installed across greater Melbourne. The proposed bike lane in this section is slightly wider than the minimum widths required to support bike rider passing. Council will amend the design to provide a reduction in the bike lane width with a corresponding increase in the buffered protection zone between the bike lane and parked cars, allowing for additional width for unloading and access to parked cars. In addition, the project will be line marking parking spaces in accordance with Australian Standards. The marking of the bays will help ensure that enough room is allowed for each bay to support / enable loading and unloading from the boot of a car.

Notes: To be read in conjunction with the City of Port Phillip Council Report 02.03.2022 for context.

INDICATIVE ONLY - SUBJECT TO DETAILED DESIGN AND CONSULTANT REVIEW

# PARK STREET STREETScape IMPROVEMENTS

ATTACHMENT TO COUNCIL REPORT - 02.03.2022

# ENGAGEMENT DESIGN UPDATE INVESTIGATIONS

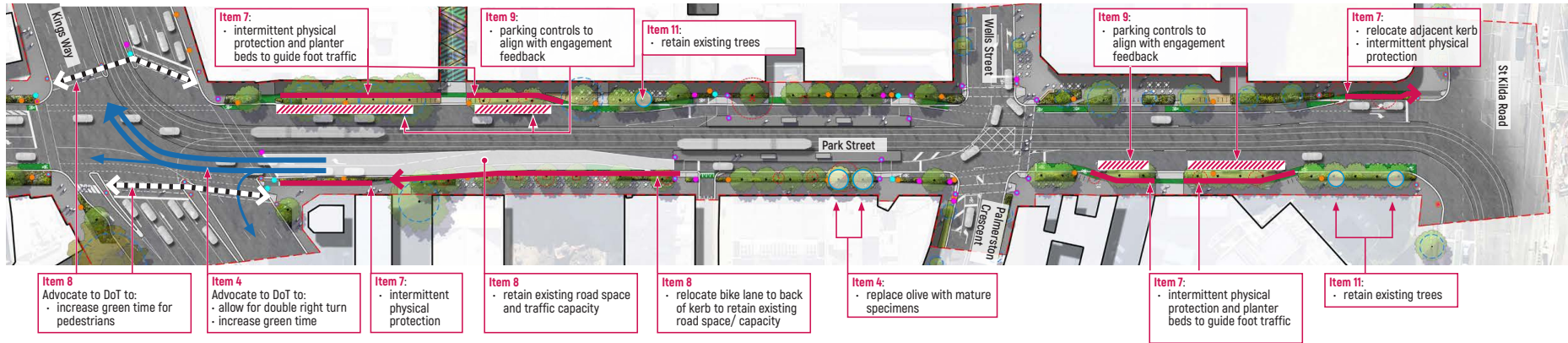
Page 2 of 2 Rev2 02.03.22



## Kings Way to St Kilda Road

### DESIGN UPDATE RECOMMENDATIONS - FOR DETAILED DESIGN

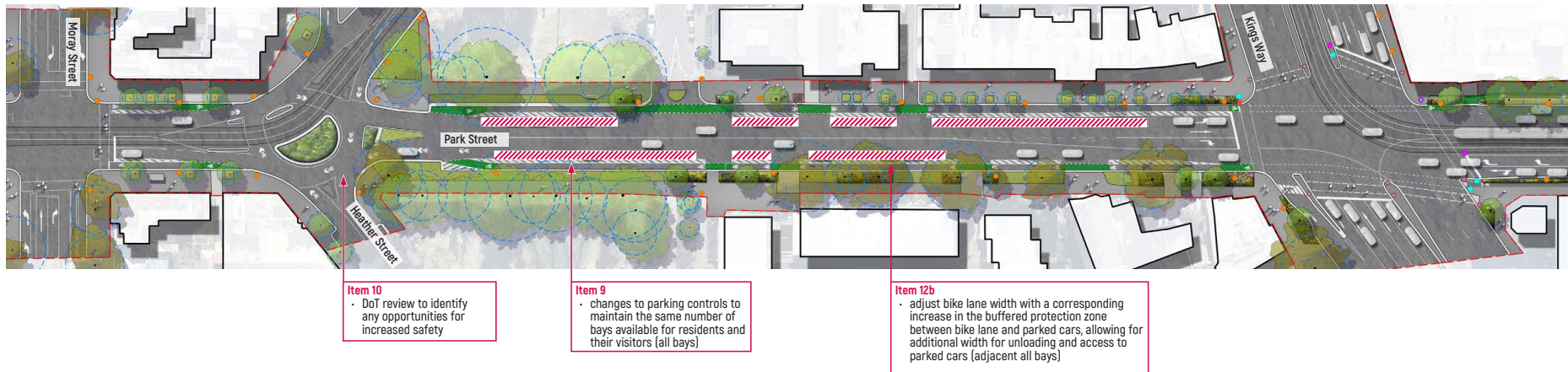
Based on feedback received during the Community Engagement.



## Moray Street to Kings Way

### DESIGN INVESTIGATION RECOMMENDATIONS - FOR DETAILED DESIGN

Based on feedback received during the Community Engagement.



INDICATIVE ONLY - SUBJECT TO DETAILED DESIGN AND CONSULTANT REVIEW