

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.


Name: * Kel Twite

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 6 June 2023

Agenda item title: * 6.1 Ministerial Planning Referral: TPM-2022-18 28-38 Pearl River Road, Docklands

Alternatively you may attach your written submission by uploading your file here:  [fmc_verbal_submission_notes_id_2037501.pdf](#) 212.60 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. * I wish to make my submission in person

Future Melbourne Committee – Verbal Submission Summary

**Re: Council Reference TPM-2022-18
28-38 Pearl River Road, Docklands
Application for Planning Permit PA2201816 - Construction of a twenty-six storey building comprising residential hotel (serviced apartments and hotel rooms), offices, beauty salon (day spa), function room (place of assembly) and associated carparking**

Dear Sir/Madam

As requested, please find a summary of the verbal submissions we wish to make on behalf of the permit Applicant (Capital Alliance 9 Pty Ltd) at the Future Melbourne Committee (FMC) Meeting on Tuesday, 6 June 2023.

Development summary:

- This application proposes to develop the subject site for a mixed use building comprising:
 - offices (3,468sqm)
 - serviced apartments (133 apartments)
 - residential hotel (210 hotel rooms), with associated hotel bar, pool and landscaped terrace
 - Level 17 bar (and terrace) will be open to the public, Monday to Sunday 7.30am to 1am the following day for a maximum of 200 patrons
 - beauty salon and wellness centre (Monday to Sunday 8am to 9pm);
 - function room (1,700sqm, operating Monday to Sunday 8am to 2am the following day)
 - 49 car parking spaces
 - 163 bicycle parking spaces
- Maximum 93 metres in height.
- 2 towers:
 - Northern tower – between twenty-three (23) and twenty-six (26) storeys (78.8 metres to 93 metres in height).
 - Southern tower comprises a 11 to 13 storeys (approximately 38.6 to 61 metres in height).
- Maximum 14.4m high podium.

History:

- An amendment to the District Docklands Development Sites Development Plan was approved on 3 December 2019, following an extensive and collaborative amendment process that involved

Melbourne City Council, DELWP and Development Victoria, and also included extensive community consultation.

- This Planning Permit application has been prepared in response to the amended Development Plan.

This application:

- The proposal will facilitate *“a lively and integrated high density mixed-use precinct which brings a variety of residential and work offerings close to the District Docklands”*.
- The application seeks to positively activate the site and the boarder Waterfront City Precinct, with the ground level serviced apartment, office and residential hotel lobbies activating the street frontage. This is a vast improvement to the current presentation which is currently inactive due to the vehicular entry, services and undeveloped segments.
- The upper levels of the development also provide a high quality architectural and urban design outcome, designed by SJB Architects, with the projecting escalator and level 14 function space positively activating the streetscape and providing visual interest.
- The built form is generally as per vision of the amended Development Plan, remaining consistent with the expected and emerging built form character of Docklands.
- The serviced apartment and hotel components will attract visitors to Docklands, support existing retail, entertainment and commercial uses and provide employment opportunities.
- The proposal makes a commitment to achieve a 4 star Green Star “Best Practice” Buildings Certified Rating.
- The proposed development will have the ability to achieve the recommended wind criteria for both the public and private realms.
- The shadow diagrams demonstrate that the extent of shadow is generally in accordance with the anticipated shadow (shown in a blue dashed line) set out in the Development Plan. In particular, the proposed development will not have any additional shadow impacts on NewQuay Central Park between 11AM – 3PM at the 22 September equinox or between 11AM – 2PM at the 21 June solstice.
- We submit on behalf of our client that the proposal is worthy of a planning permit.



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*

Name: * Julian O'Shea

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 6 June 2023

Agenda item title: Future Streets

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

This proposal is an excellent and considered design that will make Melbourne a more accessible and sustainable city. The increased prioritisation for pedestrians and cyclists will make this a more pleasant place to be – a positive result for businesses and cultural events.

As a researcher within the Mobility Design Lab at Monash University, I'm familiar with urban design and transport systems. This plan is viable and will be a significant improvement for the city.

Specific positive features of this plan include an increase of pedestrian areas; safety improvements for cyclists; and a focus on sustainable mobility.

Please indicate whether you would like to verbally address the Future Melbourne in Yes

support of your
submission: *

If yes, please
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

I wish to make my submission in person

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*

Name: * joe doak

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 6 June 2023

Agenda item title: Draft Future Streets Framework, Agenda item 6.2

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I hope that the Future Melbourne Committee accepts the recommendation from management and endorses the draft Future Streets Framework for public release and community consultation.

This is an exemplary and visionary framework that realigns the design of our streets to match with how they are currently been used, namely a reduction in how the car has disproportionately dominated the physical space in the central city.

This is best outlined by the City of Melbourne's Transport Strategy 2030 where the share of car trips to work (in the CBD) has decreased by 25 per cent since 2001, despite significant population growth throughout the Melb metro area in the same time.

The Future Streets Framework is an equitable redistribution of physical space, which also creates opportunities to create a sense of place and enhance Melbourne's unique identity, all of which are currently not possible with the current design of many streets within the study area.

I hope and strongly encourage the Committee to endorse this draft Future Streets Framework for public release and community consultation.

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Oscar Hayes

Email address: *



Phone number *



Date of meeting: * Monday 5 June 2023

Agenda item title: Draft Future Streets Framework

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[better_streets_submission_to_city_of_melbourne_future_streets_framework_june2023.docx.pdf](#)

5.00 MB · PDF

Please indicate whether you would like to verbally

No

address the Future
Melbourne in
support of your
submission: *

5 June 2023

Lord Mayor Sally Capp, Melbourne City Councillors
Melbourne Town Hall
90/130 Swanston St,
Melbourne VIC 3000

Re: Draft Future Streets Framework

Dear Lord Mayor and Councillors,

We commend Council for the work completed on the Draft Future Streets Framework (the Framework), to be considered by the Future Melbourne Committee on Tuesday 6 June 2023.

This letter provides our strong and resolute support for the Framework and its implementation.

Our specific recommendations for consideration by Future Melbourne Committee are as follows:

1. Note the outcomes identified by the Framework are consistent with the objectives of Council's existing strategies and plans
2. The upcoming engagement process must prioritise individual projects for delivery, with the final Framework to include a detailed, public implementation plan through to 2030.
3. Commit to short-term works with immediate delivery including Spencer Street, preparations for the Metro Tunnel opening, committed bike lanes and other priority projects.
4. Commit adequate funds in the 2023/2024 budget, forward estimates and Council's capital works plan to implement the framework by 2030 (as per the Transport Strategy 2030).

These recommendations are further detailed and substantiated in the Attachment.

[BetterStreets](#) is a national coalition calling for safe, healthy, people-friendly, climate-friendly streets that are accessible to all of us, to give people more options to move around safely and enjoyably. Our organisation has enshrined **5 key asks** for Australian governments to collectively achieve by 2027;

- 75% of students walk, scoot, or take public transport to school daily
- Adopt 30km/h speeds on all local residential streets and town centres
- Build 1,000 kilometres of connected, safe, and direct cycle and micromobility routes per year
- Improve and expand beautiful streetscapes for local business
- Build or upgrade 2,560 pedestrian crossings

The Framework aligns with these Asks, and we congratulate Council for your ambition, vision and leadership. The next step is to fund and deliver projects identified by the Framework.

Thank you for your time and consideration. If you would like to discuss further, please contact Oscar Hayes on [REDACTED] or [REDACTED]

Yours sincerely,

Dr. Megan Sharkey

Board of Directors, BetterStreets

Contributors: Volunteers of BetterStreets Victoria



Attachment 1

Introduction

The Framework is a strong addition to the City of Melbourne's policy documents. We commend the Council and project team on their work to integrate City of Melbourne strategies and plans to guide the design and delivery of transformational street projects.

Implementation of the Framework will realise the ambitions of BetterStreets in Victoria to provide safe, healthy, people-friendly, climate-friendly streets.

In reviewing the Framework, in addition to our specific recommendations we have identified a number of opportunities to reinforce the Framework with data driven and relatable insights which will bolster engagement efforts. We also note the media narrative which aims to polarise the community into user groups of people who drive cars and people walking, riding and catching public transport. The Framework has made a strong attempt to introduce more nuance into this public dialogue. Further work will be required to achieve this including collaborating with diverse stakeholder groups, demonstration projects or events and ongoing proactive values led communications.

We are pleased to provide these suggested opportunities which may assist Council to deliver on multiple strategic objectives through street improvement projects identified by the Framework.

Opportunities to strengthen and refine the Framework

Opportunity 1: Comparison of the provision of public space in Melbourne and other cities

The street typology 'Melbourne squares' is powerful, positive framing of the value of people focused public spaces. The limited provision of public space in Melbourne is well recognised.

While the Framework makes reference to space allocation analysis from the Transport Strategy 2030 (26 per cent of street space is allocated to footpaths), there is an opportunity for further spatial analysis to better communicate the importance of public space, and recognise the multifunctional place benefits. Public realm could be distinguished from 'footpath space', which conveys pedestrian movement space.

This offers an opportunity to increase community understanding of the importance of public space for place functions which are not movement orientated. Examples of these functions include spaces for dining, performance, socialising, resting or eating in our streets. These place functions drive visitation and economic activity in Melbourne - walkability is good but these functions are what makes a great, vibrant place.

Melbourne has been at the forefront of this type of analysis for many years since Places for People was first completed in 1994. If a new Places for People study is planned for 2024, this work may align and compliment the Framework and its implementation.

Additional spatial analysis of the public space provision will also provide opportunities for comparison and benchmarking with other cities. For example, the recent pedestrianisation of George Street in Sydney is a powerful national precedent for the type of change which Council is considering in the Framework. The scale of the new public space created by the George St light rail and pedestrianisation has set the bar nationally.





George St, Sydney (from Google streetview)

Opportunity 2: Strengthen the economic, social and environmental imperative

While the draft Framework is successful in integrating the competing demands for street space, there is insufficient urgency conveyed regarding the problems which must be addressed.

Street character is critically important to Melbourne's identity. However, there is an imperative to implement the framework for Melbourne to remain competitive as a global city. This rationale should be strengthened. Street character evolves gradually, but place function is essential for a thriving city. Melbourne's streets are not keeping pace with our community's needs today - let alone in the future.

To strengthen the rationale for investment from all levels of government, the framework should:

1. Measure the performance of place functions in Melbourne streets today
2. Quantify the gap between current function and what is already required
3. Determine the functional needs of streets in the future.

There is opportunity for the final Framework to strengthen the economic appraisal of place functions:

- While the framework references 2022 analysis of economic performance of street space ([Future Melbourne Committee 7 June 2022 Item 6.9 Attachment 4](#)), this analysis only considered economic contributions based on travel mode to the city relative to the distribution of street space for movement.
- The value of trips within the city (89% on foot) and the direct benefits of activity on the street (place functions) were not considered by this study.
- Improved place function delivers significant direct economic benefits. These have not been quantified.
- Numerous outcomes of the Framework (including increased tree canopy, space for events, extended outdoor dining, etc) have direct economic benefits which can be forecasted to a scenario in which the Framework has been implemented



Additionally, the environmental rationale for investment to reduce transport emissions could be strengthened in the final Framework:

- Transport emissions in Australia are increasing with limited evidence that the upward trend will shift in the medium term.
- In 2022 as Covid restrictions eased, national transport emissions gained 4.9% or 4.4Mt CO₂-e, last year. Reductions in the electricity sector were offset by the return to carbon intensive transport like driving cars and air transport ([see link](#))
- Cars and light commercial vehicles contribute 52 percent of land transport emissions in the City of Melbourne and 62 percent nationally. We have solutions readily available to decarbonise now ([see link](#))
- The City of Melbourne has made progress to influence a shift towards more active transport, delivering more than 19KM of protected bike lanes. This has been successful with a 22% increase in bike volumes on upgraded routes (Delbosc, 2022).
- However, due to the decision to delay this program it is unlikely the climate emergency response to deliver 44KM of protected bike lanes will be completed in 2024.
- The final Framework should reinforce Council's commitment to increase the proportion of trips by public and active transport. This is an urgent priority if Council remains committed to the Climate Emergency response.

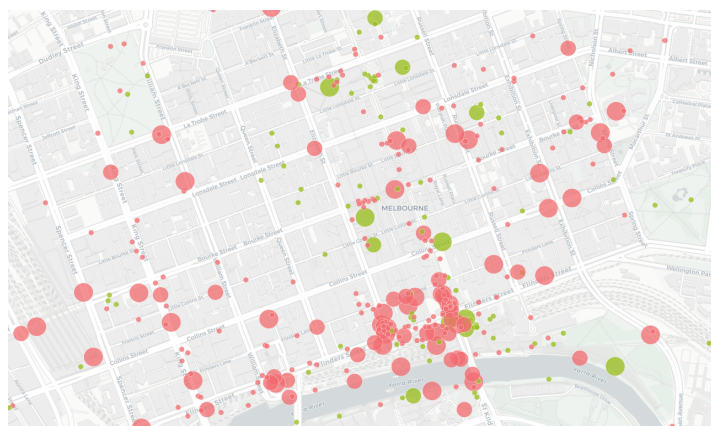
Opportunity 3: Strengthen the rationale to improve gender inclusion through design

The draft Framework identifies the needs for street design to apply an intersectional gender lens to street projects identified by the framework. This is consistent with Council's Gender Equality Action Plan 2022-25 and the legislated requirement to complete gender impact assessments for streetscape renewal projects in accordance with the Victorian Government Gender Equality Act 2020.

We applaud Council for identifying these design requirements in the Framework.

To strengthen the priority for investment, the 'why' and 'how' could be reinforced with data and personal stories in the final Framework, and principles for specific design responses.

The Free to Be project is an example of existing analysis to identify places with issues of gender inclusion in the central city. These are serious, current issues impacting our community daily. While there are a range of responses which the City of Melbourne is currently working on, street investment is a critical component to improve the experience of our streets and provide equitable enjoyment, comfort and safety. The projects identified by the Framework cannot be delayed.



Source: Free to be, 2016. [Available online here](#)



Recommendation 1: Alignment with existing strategies and plans

The City of Melbourne has produced numerous leading strategies and plans to improve our streets which are nationally recognised. Among these of particular note are:

- Urban Forest Strategy - Winner 2014 AILA Victoria Medal for Landscape Architecture
- Transport Strategy 2030 - Winner 2021 PIA National Awards Best Large Project

The Framework is successful at integrating the diverse and often competing demands for street space. Recognising that 58% of street space in Melbourne CBD is allocated to traffic and on-street parking, the competition for the remaining space frequently presents difficult tradeoffs.

This competition for space is what the Framework responds to.

We have reviewed the Framework with consideration of existing City of Melbourne strategies and plans and conclude that the framework is comprehensive in considering the significant number of competing strategic priorities.

As the Framework has been effective at integrating the directions and strategic objectives of Council's existing strategies, our advice to Council is that:

- The outcomes which the Framework is guiding are well established and recognised by policy
- The principles of the Framework have been previously established and committed by Council, supported by extensive community engagement
- The upcoming engagement should not re-interrogate the objectives of existing strategies
- The overall proposition of the Framework - to reallocate street space to higher value uses - is not negotiable. Consulting on this direction would compromise existing strategies of Council

Therefore, our first recommendation to Council is:

Note the outcomes identified by the Framework are consistent with the objectives of Council's existing strategies and plans



Recommendation 2: Engagement to prioritise projects for delivery

The Next Steps on page 63 of the Framework describes the proposed approach for implementation

Further analysis and investigations of the 'Future Streets opportunities' identified in Part 2 of this framework will help refine priority projects and scale of intervention. The type of projects this framework could identify include:

- **Minor street upgrade:** small upgrades and interventions that build on the design principles of street types. These projects will be prioritized for design and delivery over a 5 year timeframe.
- **Major street upgrade:** Transformative projects re-imagining the movement and place function of a street to respond to the design principles of the street type. These projects will be prioritized for design and delivery over a 10+ year timeframe.
- **Masterplan:** transformative streetscape projects that will undergo a master planning and implementation planning process with the opportunity to identify interim or smaller interventions over a 10+ year timeframe.
- **Operational projects:** Smaller projects which require ongoing funding to support the operation of uses within a street or laneway that could be delivered in a 2-3 year timeframe.

A 10+ year timeframe for major street upgrades is not consistent with the Transport Strategy 2030.

Action 1 of the Transport Strategy is to:

- Develop a Future Streets Framework to design and deliver streets in the Hoddle Grid based on the 2030 Proposed Integrated Network established in this strategy.

This action indicates that major street upgrades should be completed by 2030.

Additionally, the framework also overlaps with Actions 2, 3 and 14 of the Transport Strategy 2030 which are:

- Action 2: Deliver priority footpath widenings across the municipality to reduce overcrowding.
- Action 3: Convert parts of 'Little' streets into pedestrian priority zones with lower speed limits.
- Action 14: Produce strategic plans and deliver capital works for major station precincts, including Southern Cross, Flinders Street, Parliament and Flagstaff stations.

The Transport Strategy 2030 was endorsed by the Future Melbourne Committee on 15 October 2019 ([minutes here](#)). The resolution included that Council:

"Notes the implementation summary in the Transport Strategy 2030 which commits the City of Melbourne to delivering the Transport Strategy 2030 over ten years..."

This is a clear commitment to deliver the projects identified by the Framework by 2030. The upcoming community engagement should be delivered to inform the priorities for individual project implementation. The principles and outcomes of the Framework are directly aligned with Council's policies, strategies and plans. To re-engage with the community about the broad directions of the framework will delay project delivery and negatively impact the economic performance of the city.

Therefore, our second recommendation to Council is:

The upcoming engagement process must prioritise individual projects for delivery, with the final Framework to include a detailed, public implementation plan through to 2030.



Recommendation 3: Short-term priority projects

We have identified short-term opportunities for Council to rapidly commence implementation of the Framework. These are summarised in the following table, with additional analysis and commentary for selected projects below:

Project	Rationale	Reference
Various 'Little Streets' priority works	Improve safety and amenity in key locations	Future Melbourne Committee, 4 April 2023
Spencer Street eastern footpath and bike lane (Lonsdale to Collins)	Capture the full potential of the existing tactical project	See below
Metro Tunnel opening preparatory works	Prepare for the huge increase in foot traffic in proximity to new stations	See below
Priority bike lane projects in the Hoddle Grid	Increase ridership, improve road safety, deliver on the Climate Emergency response	Future Melbourne Committee, 7 June 2022
Elizabeth Street pedestrianisation and cycle lanes	Improve access and amenity, respond to current disruption	Elizabeth Street opportunities plan, 2019
Queen Street southbound bus lane and stop upgrade	Improve accessibility and amenity, smooth traffic flow on Queensbridge Street	Future Melbourne Committee, 7 June 2022

Spencer Street upgrade

In 2020, the City of Melbourne delivered a tactical expansion of the eastern footpath on Spencer Street between Lonsdale Street and Collins Street. The project reallocated a southbound traffic lane to reduce crossing distances, introduce additional bike parking and provide expanded areas which are safe for people walking to use. The project responded to a history of serious injuries and a fatality in 2015 to improve pedestrian safety. Given Victoria's rising road toll, the project rationale is more important than ever.

Prior to this project during peak hours, there were often so many pedestrians waiting to cross the road that they would spill onto the street, putting people in danger. The project provides additional space for people to wait to cross the street.

We have completed analysis of available Victorian Government open data to assess some of the project impacts and benefits.

A review of available CrashStats data showed there had been an average of 11.4 other, serious and fatal accidents per year from 2015 to 2019 - a total of 57 crashes in 5 years. It is well recognised that pedestrian and cyclist crashes are frequently under-reported so the actual road trauma on this street is likely much higher.



With reduced traffic capacity on Spencer, we considered whether traffic has been displaced to parallel King Street. Comparison of north-south traffic on Spencer and King Street in the AM peak indicates:

- Spencer Street AM peak north/south traffic volumes in May 2023 are 74.0% (at Bourke) and 77.2% (at Collins) compared to May 2019
- King Street AM peak north/south traffic volumes in May 2023 are 97.3% (at Bourke) and 94.8% (at Collins) compared to May 2019

This suggests the Collins Street road space reallocation has not displaced traffic onto King Street. However, noting that the network is typically at capacity in the AM peak, we also compared average weekday traffic volumes.

- Spencer Street daily north/south traffic volumes in May 2023 are 71.2% (at Bourke) and 70.2% (at Collins) compared to May 2019
- King Street daily north/south traffic volumes in May 2023 are 96.9% (at Bourke) compared to May 2019. King/Collins data was not available for 2023 likely due to a broken detector.

This analysis confirms that the road space reallocation on Spencer Street has not resulted in increased traffic on King street. The Transport Strategy 2030 found that in 2018, 61% of vehicles entering Spencer Street from the south and 38% from the north were through-traffic. The project has positively contributed to the commitment to Reduce CBD through-traffic by 50% by 2030 by discouraging use of Spencer Street.

Our assessment indicates that the project has not had a negative traffic impact on the broader road network, generating no increase in traffic volumes on King Street. This should give Council confidence to proceed with many other projects in the Hoddle Grid which reallocate road space to improve street design.

Road safety has also improved. Lower traffic speed and volumes reduce the crash exposure for thousands of people each day. With more space for people waiting to cross, our observations indicate that people are not having to wait in the traffic lane as they did prior to the project. There has been no media coverage of serious accidents, however we would recommend the City of Melbourne review the latest crash data which is not publically available.

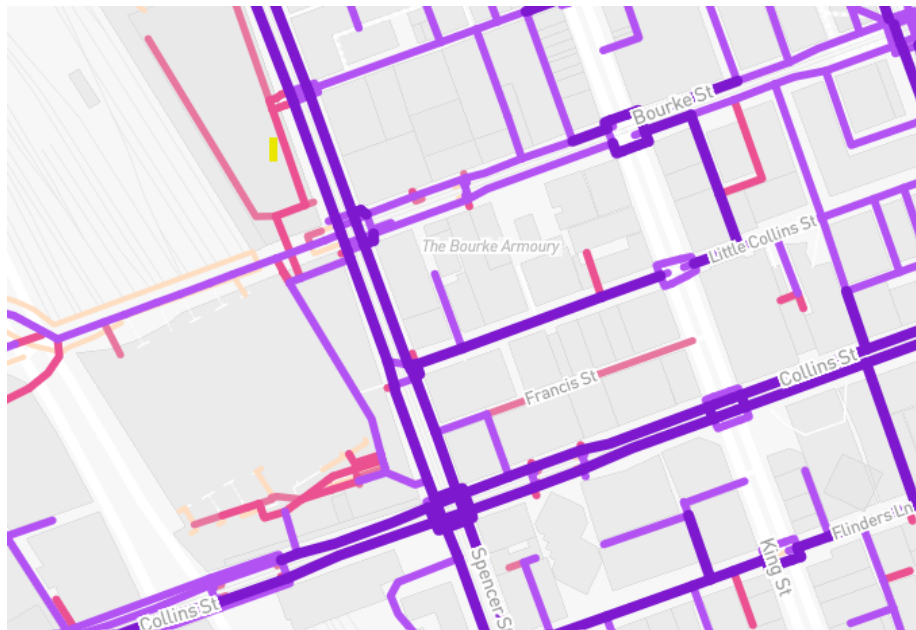


However, despite these positive indicators the project has not provided a significant amenity improvement to the street. The design does little to improve the street experience for people walking and has a negative impact for people riding e-scooters and bikes.

Spencer Street is a Victorian Government Strategic Cycling Corridor and a committed protected bike lane in the Transport Strategy 2030. RideReport open data shows that more than 67,000 shared



micromobility trips have been taken on the street, despite there being no bike lane in the southbound direction. The current traffic conditions are not safe for micromobility users so installing a bike lane here will significantly reduce footpath riding, improving safety for all road users.



Source: RideReport open data portal, 2023. [Available online here.](#)

Melbourne consistently ranks in the top 10 cities in the world on the RideReport open data platform for trips per vehicle per day, and trips per vehicle by population. The success of the shared e-scooter and e-bike services in Melbourne is globally significant and a major success in comparison to previous schemes in Victoria.

To further build on the success of the current scheme, dedicated micromobility hubs will boost ridership and improve amenity for people walking - especially for people living with a disability. Spencer Street is a priority location for such a hub, with close proximity to a major train station and the busiest footpaths in Victoria.

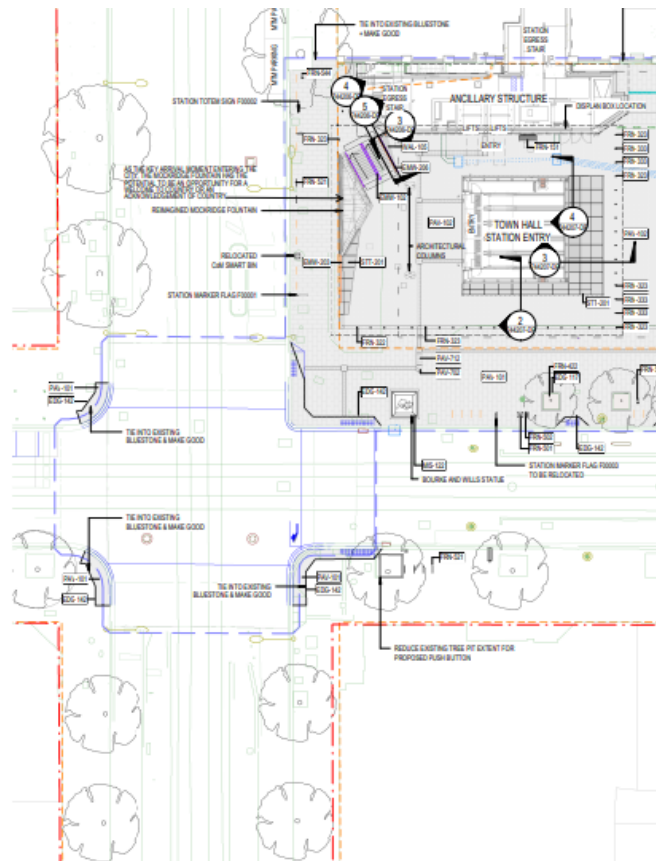
Noting the traffic reduction has already occurred, upgrading Spencer Street is an excellent immediate opportunity to improve place quality, pedestrian amenity, bike safety and demonstrate commitment to the Framework.



Preparing for the Metro tunnel opening

As outlined in the Framework, the opening of the Metro Tunnel will have an unprecedented and extraordinary impact on travel behaviour in Melbourne. Access to the city by public transport will immediately increase, with further improvements as additional capacity across the rail network is used to introduce additional services.

While this will be the catalyst for many projects over many years, the Town Hall tram platform on Collins Street is an urgent priority. This tram platform is already over capacity. With the adjacent opening of the Town Hall station, there is a very significant safety issue if pedestrians are not prioritised in the precinct.



Source: Metro Tunnel Project, Station Precinct Development Plans. [Available online here.](#)

The blue line indicates the scope of works of the Metro Tunnel Project - showing no changes to Collins Street will be completed as part of the project. This requires urgent changes to Collins Street to make the tram platform and street safe, and ensure that Swanston Street continues to be an enjoyable destination.

We hope that these high priority, quick win projects are considered for priority delivery.

Based on this review, our third recommendation to council is:

Commit to short-term works with immediate delivery including Spencer Street, preparations for the Metro Tunnel opening, committed bike lanes and other priority projects.



Recommendation 4: Budget and funding

The implementation plan for the Transport Strategy 2030 committed Council to a ‘high’ (\$3 million +) for years 2021 onward for both Action 1 and Action 14. Actions 2 and Action 3 were committed a ‘medium’ (\$300,000 +) annual investment. The Implementation Plan is provided below.

This investment of at least \$6.6 million+ per annum to upgrade streets and station precincts in the Hoddle Grid has not been delivered in recent years. We note that significantly greater annual investment is likely required to deliver the Framework in full.

IMPLEMENTATION PLAN

ACTION	2020	2021	2022	2023	2024-2026	2027-2029
A Safe and Liveable City						
1. Develop a Future Streets Framework to design and deliver streets in the Hoddle Grid based on the 2030 Proposed Integrated Network established in this strategy.	L	H	H	H		
2. Deliver priority footpath widenings across the municipality to reduce overcrowding.	M	M	M	M		
3. Convert parts of ‘Little’ streets into pedestrian-priority zones with lower speed limits.	M	M	M	M		
4. Free up space for people walking by providing an initial 300 additional on-street motorcycle parking bays and refocusing bicycle parking off the footpath in busy areas. Evaluate the reduction in pedestrian congestion.	L	L	L	L		
5. Investigate opportunities to increase off-street parking for bicycles and motorcycles.		L	L	L		
6. Introduce new measures to prohibit non-fixed obstacles in busy areas to increase space for walking.	L	L	L	L		
7. Deliver formal and informal crossings each year, particularly in urban renewal areas, around schools and where connections in the walking network are poor.	M	M	M	M		
8. Work with the Victorian Government to apply a maximum speed limit of 40 km/h on local roads across inner Melbourne.	M	M	M	M		
9. Work with the Victorian Government to pilot lower speeds in areas of high pedestrian activity to improve safety. For example, on the ‘Little’ streets such as Flinders Lane and Chinatown.	L	L	L			
10. Deliver 50 km of connected, physically protected bicycle lanes over 10 years to improve safety and get more people riding each day.	H	H	H	H		
11. Work with the Victorian Government to enable a further 40 km of high quality, physically protected bicycle lanes on key state-managed roads.						
12. Work with neighbouring municipalities to develop a bicycle network model which can identify gaps and show the benefits of a connected bicycle network.	L	L	L	L		
13. Work with the Victorian Government to trial a protected intersection and, if successful, implement where appropriate.						
14. Produce strategic plans and deliver capital works for major station precincts, including Southern Cross, Flinders Street, Parliament and Flagstaff stations.	M	H	H	H		
15. Work with the Victorian Government and Yarra Trams to develop agreed design principles for tram stops which are integrated with the streetscape and minimise crowding.		L				
16. Review off-street parking policies to support better outcomes in all spatial planning in the municipality.	L					
17. Deliver a new car share policy that aims to support car share growth in consultation with stakeholders.						

ACTION	2020	2021	2022	2023	2024-2026	2027-2029
An Efficient and Productive City						
18. Reduce delay to people walking, riding bikes, on buses and on trams by working with the Victorian Government to optimise traffic signal cycle times, starting in the Hoddle Grid.	L	L	L	L		
19. Deliver community programs to get more people riding bikes.		M	M	M		
20. Identify and implement changes to kerb space management to improve efficiency.	L	L	L	L		
21. Implement short-term parking management measures to improve access and efficiency, including investigation of a demand-responsive parking pricing pilot.	L	M	M	M		
22. Advocate to the Victorian Government for planning and investment in capacity-boosting public transport as a matter of urgency, beginning with Melbourne Metro 2, which will unlock Fishermans Bend.	L	L	L	L		
A Dynamic and Adaptable City						
23. Trial technology to enable innovative use of kerbside space, including micro-mobility trials.	L	L	L			
24. Enable a transition to zero-emissions transport by advocating for lower carbon intensity of motor vehicles and electric vehicles powered by renewable energy in line the Climate Change Mitigation Strategy 2018.	L	L	L	L		
25. Continue a public conversation about road pricing reform. This will be supported by evidence, and in collaboration with government, community, experts and stakeholders.	L	L	L	L		

Cost assessment

- L - Low, less than \$300,000
- M - Medium, \$300,000 to \$3 million
- H - High, \$3 million or more

Source: City of Melbourne Transport Strategy 2030, Page 110

The Future Melbourne Committee resolution of 15 October 2019 in relation to the implementation plan was that Council:

“...commits the City of Melbourne to delivering the Transport Strategy 2030 over ten years and informs City of Melbourne budget planning for public realm and transport infrastructure investment to 2030. The delivery program will be subject to annual review including Council approval for capital works and operational expenditure.”

The impacts of the pandemic on the City of Melbourne were extraordinary and has impacted multiple annual budgets. Consequently, the implementation of the Transport Strategy has been delayed. Nonetheless, to further delay the delivery of these projects into the mid to late 2030’s will undermine the economic, social and environmental commitments which Council has made.

To get the implementation of the Framework and broader Transport Strategy on track, Council needs to allocate sufficient budget to meet these existing commitments. Therefore, our final recommendations to Council is:

Commit adequate funds in the 2023/2024 budget, forward estimates and Council’s capital works plan to implement the framework by 2030 (as per the Transport Strategy 2030).



Attachment 2

SCATS traffic analysis for Spencer Street and King Street

- Weekdays only
- No public holidays
- Omitted days with detector loop faults

AM peak

	Spencer Street, Northbound and 2019	Spencer Street, Southbound and 2019	King Street, Northbound and 2019	King Street, Southbound and 2019	Spencer Street, Northbound 2023	Spencer Street, Southbound 2023	King Street, Northbound 2023	King Street, Southbound 2023	King St 2019	King st 2023	Percentage change King St 2019	Spencer St 2019	Spencer st 2023	Percentage change Spencer
Bourke Street	1696	1413	4833	4344	1406	992	4835	4093	9177	8928	97.29%	3109	2399	77.15%
Collins Street	1319	1446	5568	4154	1068	978	5129	4081	9722	9210	94.73%	2765	2047	74.03%



Daily Averages

	Spencer Street, Northbo und 2019	Spencer Street, Southbo und 2019	King Street, Northbo und 2019	King Street, Southbo und 2019	Spencer Street, Northbo und 2023	Spencer Street, Southbo und 2023	King Street, Northbo und 2023	King Street, Southbo und 2023	King St 2019	King st 2023	Percenta ge change King	Spencer St 2019	Spencer st 2023	Percenta ge change Spencer
Bourke Street	12002	9797	26094	20932	8731	6788	24821	20769	47027	45590	96.95%	21800	15520	71.19%
Collins Street	7886	9812	33590	21585	6395	6034	Data N/A	21660	55176	21660	Data N/A	17698	12430	70.23%



Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Denis Lucey

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 6 June 2023

Agenda item title: Future Streets Framework

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a long term business owner in Bourke Street I reject the Future Streets Framework.

As a bike rider, walker and public transport user I believe the council has overreached and used Covid shutdown to push through too many changes.

The CBD has endured 2 years of disruption and the council should not proceed with any further changes and allow the city to reestablish itself.

Zero interest in Melbourne becoming an Aboriginal City and turning our back on our European history a big mistake.

Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Duncan Johnston

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 6 June 2023

Agenda item title: 6.2 Agenda item

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

We are totally against the removing of traffic from Bourke Street at the top end from Exhibition Street to Spring Street for the following reasons.

Stopping traffic in a couple of blocks throughout the city does not reduce emissions as the traffic just uses alternative streets. Exhibition Street as an example and puts added pressure on that street, which is already under huge pressure because of virtually unused bike lanes and single lane traffic and difficult turning lanes. It is a nightmare at peak times and will only get worse. We have already lost a lot of customers due to traffic conditions in the CDB and parking.

There is never any pressure on these particular footpaths for pedestrians at our end of Bourke Street so extra walking and pedestrian space is not needed.

The issue of trams in the middle of the road is a safety issue, and it would again slow their progress, as per the mall, down further and make overall tram trips even longer.

This whole thing is about getting to net zero in the city, oblivious to traders and restaurants in the city and the saving would be so miniscule or even nil for what economic damage it will further cause all the ratepayers.

Trade at our end is already well below pre pandemic because of traffic issues and this together with already lack of parking, would only make it worse.

There are 52 vacant premises in Bourke Street between Swanson Street and Spring Street and this is only going to

exacerbate the issue and not provide the city with any quality traders.

As a council, please look at other alternatives for quality traders to come back to the city.

Regards,

Duncan Johnston,

Hill of Content

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

From: Tim Warner [REDACTED]
Date: 29 May 2023 at 11:43:45 pm AEST
To: Roshena Campbell <Roshena.Campbell@melbourne.vic.gov.au>, [REDACTED]
[REDACTED]
Subject: New Traffic Plan for CBD

Councillor (cc [REDACTED])

as a resident of East Melbourne and a person with a progressive disability I provide the following comment.

1. Outrageously ablest - this plan is devised by and for those with running shoes, lycra and some two wheeled conveyance.
2. Having a progressive muscular condition - I am walking shorter and shorter distances, and needing private cars and various taxi type vehicles to keep access to my specialists, GPs and dentists who are ALL in the zone marked for closure/restriction. Restricting access to medical care is not either a defensible public policy position, nor does it conform to the Victorian Charter of Human Rights and Responsibilities (restricts movement, access to medical care, freedom of assembly, equality of opportunity).
3. I no longer can board the tram system , even at 'super stops' the gaps and steps are dangerous for me to attempt with the rapidity required to not be knocked or pushed by other passengers.
4. In practice this plan requires me to use a wheelchair and an attendant to visit medical care, at a vast increase in time taken, demands upon third partys to assist and cost. I am a year or more away from needing regular wheelchair use for normal travel - NOT walking when

possible increases the slide into muscular weakness and early death.

5. All those with limited pedestrian capacity are being flagrantly discriminated against. The private motor car is the essence of freedom for those with disabilities. Once one is past the walking stick stage, only larger train routes offer transport for wheelchair and 'walkers' with any safety and convenience. It is private cars and various forms of taxi's which are the basis of movement.

6. My wife, a family member can simply place a walker in a car and drop or park very near most places of need (food, medicine etc). I have a Disabled Parking Permit which at present allows the possibility of parking for suitable periods in the CBD in particular. Nearly all taxi's can cope with a walker. They provide an important back-up should no family member be able to provide transport.

7. This Plan and the closely associated ten minute movement to restrict and ultimately ban private vehicles (and limit and slow taxi access) is a coded attack on the disabled.

8. The population will have a larger and larger proportion of mobile disabled. Medical care is such that more and more personals will be living longer but with limits on their capacities to walk, use steps and utilise the more challenging public transports (see points 3 & 5). Designing a city for 20 year olds is a form of apartheid, to limit and or ban access to public space and commercial and medical facilities for those who do not meet the physical requirements set by 'the Planning Department'.

9. Please inform those presenting this plan that Eugenics and similar public policies designed to filter out the less abled are the ideas of the early 20th century - not the 21st. Inclusion is the idea of the day.

Tim Warner



To the meetings' officer at Melbourne Council/ the Secretary to the Future Melbourne Committee,

Attached is a short document that I tried to upload on the weekend through Participate Melbourne. I had no success with the upload. Could I ask that the paper be made available to the members of the Committee before tomorrow's meeting at 5pm, so that they have the opportunity to read it before the matter of the off-the-leash dog park is discussed. The email about the deliberation of the proposed off-the-leash dog park in Carlton only went out on Friday, 2 June. With thanks and regards, Joanna

Joanna Buckingham

[Redacted signature]

Future Melbourne Committee Meeting of 6 June 2023:

WHY THE NEILL ST/CANNING ST RESERVE SHOULD NOT BECOME AN OFF-THE-LEASH DOG PARK

Please include this short submission in the papers for the 6 June meeting of Melbourne Council Future Melbourne Committee, in time for the Councillors and other decision makers to read this before they are led to make a bad and risky decision about locating an off-the-leash dog park on an inappropriate site and close to another such facility.

1. Misleading report and sub-optimal decision-making process

- 1.1 The report made available to the public on 2 June 2023, states that 63% of people who voted electronically supported the proposal that the Neill St/Canning St Reserve should become an off-the-leash dog park. There is no mention of the actual number of people who voted on the question of an off-the-leash dog park at the Neill St/Canning St site, what were the arguments for and against; and what correspondence was received through non e-channels.
- 1.2 There is also no indication of the suspicion (held by the locals around the Neill St/Canning St Reserve) that people in other parts of Carlton voted for the Neill St/Canning St Reserve to become an off-the-leash dog park to take pressure of the green areas in their own vicinity.
- 1.3 The people living around the Neill St/Canning St Reserve are not multi-millionaires with media connections or high-powered lawyers. They're mostly renters and retirees. So, it may be deemed to be politically 'safe' to put an unwanted dog park in the area. This would be a short-sighted view, once the risks of accident, loss of amenity at the edge of the Melbourne Council district and ensuing popular outrage are truly considered.
- 1.4 There is also no indication whether any consultation has been held with the Aus-Cycling or Bicycle Network about off-the-leash dogs being so very close to one of the busiest bike paths in Melbourne.
- 1.5 The fact that there is an active recommendation to make the Neill St/Canning St Reserve an off-the-leash dog park was made public on Friday, 2 June, for a decision meeting to take place on Tuesday, 6 June!

2. The Neill St/Canning St Reserve physical location and current function

- 2.1 Unlike the off-the-leash dog parks in the Carlton and North Carlton areas, at Curtain Park, Edinburgh Gardens and the now rejected new park in Lincoln Gardens, the Neill St/Canning St Reserve is not a small part of a much larger park. It is a bank, built up for audio protection against the traffic on Princes St. This road carries thousands of cars every day, as it is a continuation of Alexandra Parade and channels the traffic coming in from the Eastern Freeway. The Reserve abuts the road, which is also the border with Yarra Council district, on the northern side.
- 2.2 On the western side, Canning St is possibly the busiest bicycle path in Melbourne, as it channels bicycle traffic from Brunswick, Coburg and the Capital City Trail. Hundreds of cyclists cross Princes St at the Reserve to travel south towards and from the city, Melbourne and RMIT Universities and other locations in Carlton, Fitzroy and Parkville.
- 2.3 On the south side of the Reserve bank, Neill St does a 90 degree turn to become Station St. It's a dangerous corner. Over the years, cars have ploughed into cottages on the east side of Station St. The last such incident occurred in late February this year.

3. Further investigation needed

- 3.1 I would invite Melbourne City Councillors to come to the Neill St/Canning St Reserve on any weekday morning. You could witness the thousands of cars on Princes St, count the hundreds of cyclists passing by the Reserve bank, wave at the children going to school next to and via the Reserve; and possibly say hello to a senior citizen on a scooter or zimmer frame taking their morning walk or sitting down on the bench in the reserve.

3.2 It might also trigger the imagination of how one might justify locating an off-the-leash dog park in this busy narrow space when the inevitable accident occurs with a dog running of the Reserve and frightening cyclists or other passers-by. In addition to the contra-indicators for locating the off-the-leash dog facility on a small bank at the edge of the Melbourne municipality, there would need to be an explanation of why such a facility was located 500 metres from a well-established, well-utilised facility at Curtain Park. That facility is located in the Yarra Council district, but locals do cross Princes St, do use the facility, and there is no clamour for another facility so close and so unnecessary and so potentially dangerous.

Joanna Buckingham

tel: [REDACTED]

email: [REDACTED]

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Clara Tuite

Email address: *



Phone number *



Date of meeting: *

Tuesday 6 June 2023

Agenda item title: *

Proposed timed dog off-leash area in Carlton

Alternatively you may attach your written submission by uploading your file here:



[submission_against_canning_neill_st_dog_park.pdf](#) 76.80 KB

• PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person

SUBMISSION AGAINST THE CANNING & NEILL STREET RESERVE OFF-LEASH DOG PARK

Please include this submission in the papers for the 6 June meeting of Melbourne Council Future Melbourne Committee, in time for the Councillors and other decision makers to read and consider before a decision is taken.

There are many reasons why the proposed dog off-leash area in the Canning and Neill Street Reserve should not go ahead. And it is clear that further consultation is needed.

The Canning and Neill Street Reserve serves the local community well in its current use as a highly valued green wedge between Neill Street and Princes Street. The Reserve is a popular neighbourhood park enjoyed by a diverse community of families, students, professionals, retirees, young children, private renters, public housing tenants, and homeowners—all of whom utilize and appreciate the space for different reasons and who all have equal access to the Reserve. In this park, people walk, meet friends and exercise, have picnics, hold neighbourhood street parties, and take their dogs there to run on- and off-leash. It is a space enjoyed by the whole community.

None of us take our beautiful park for granted. It has taken years for the park to be in such good condition. **An on- or off-leash dog area would adversely impact the Reserve's function as a valued green wedge with multiple uses**—night and day—by threatening to turn that lovely green area into a noisy and unpleasant dustbowl, smelling of dog waste, and deterring some people from using it for quiet relaxation and leisure.

The park also hosts an abundance of birdlife and flying foxes. The birds are at their most active, foraging on the ground for insects, in the mornings and the evenings when it is proposed that the dogs will have the run of the Reserve. Hence, this recommendation to install a dog-park here **runs counter to the broader ideal of greening of the inner city by putting wildlife at risk of harm and/or displacement by domestic pets.**

The report made available to the public on 2 June 2023 (three days ago) states that **63% of people who voted electronically supported the proposal that the Neill St/Canning St Reserve should become an off-leash dog park. A higher number than that, 68%, voted to support the park in Lincoln Square North.** Yet the Council has decided not to go ahead with the dog-park in Lincoln Square on account of concerns about 'the safety of and current disruption to current users of Lincoln Square, particularly at the playground'. Why is this concern not also extended to current users of the Canning and Neill Street Reserve, and to future users of the School that is adjacent to the Reserve?

Indeed, the report makes no mention of the concerns raised in the feedback about the Canning and Neill St Reserve.

It is simply not appropriate to install a dog area so close to where people live, and to where children will be attending a new school.

The space is too small for the proposed dog run. And the whole space is devoted to the dog-park, in contrast to every other proposed site, where only a section is devoted.

It is also not clear why such a facility is to be located 500 metres from a well-established, well-utilised facility at Curtain Park, and 620 metres from another at Smith Reserve.

Space in the inner city is at a premium. During lockdown, as we all know, many more people acquired dogs. But these dogs are ultimately private purchases, for which the owners are responsible—not the broader community. **The Council therefore needs to be careful that it consults properly and that it does not force a dog-park at such close proximity upon people for whom it would have a negative impact.**

Ultimately, if dogs are to be accommodated in the inner-city, an off-leash area should only be in larger parks, not small reserves, like ours. There are plenty already that are close by. **The original proposal is predicated on the assumption that closing off shared public space for exclusive use of dogs and dog owners is a universal good. It makes no concession to people who do not share this view.** This is confirmed by the Council's statement about the 'benefits' of the dog park: 'Off-leash dog parks provide dogs the opportunity to play, exercise, burn off energy and socialise and play with other dogs. Owners can also practice training techniques without the constraints of a leash'. All of the 'benefits' listed here are exclusive to dogs and their owners. There is no mention of the disadvantages, which come to the broader community at the cost of these benefits to owners and dogs.

The presence of dogs is a deterrent for many. Often, we have seen elderly neighbours and young children too afraid to go around the perimeter of the Reserve for fear of being attacked by a dog (whether on or off-leash). Certainly, it may be the case that the dog is well-trained and would not attack, but the fear is genuine, triggered by the dog's presence.

In any case, **the danger from dogs is on the increase and has been well-documented.** On 22 August 2022, in a front-page article entitled 'Spike in dog attacks, barking complaints', the *Inner City News* reports that 'the number of reported dog attacks within the City of Melbourne has doubled in the past two years, as the council considers ways to deal with increased pet ownership' (<https://www.innercitynews.com.au/spike-in-dog-attacks-barking-complaints/>). We appreciate that this is a difficult issue for the Council. All the more reason to consult widely and respectfully among those most likely to be impacted by the proposal to solve this problem. Further enforcing the presence of dogs in our neighbourhood's shared spaces does not solve the problem; it merely makes people more vulnerable to the manifold impacts of this unchecked increase in the canine population.

It is concerning that there has been no acknowledgement in the proposal or the report of the danger of unleashed dogs.

The fact that the proposal specifies a 'timed' area does not sufficiently mitigate these dangers and health, social and aesthetic impacts. Fencing would be antisocial and have a significant negative impact in that it is there all the time and would not be 'timed'.

Even dog owners in the neighbourhood who are closest to the dog-park—including some of us in the undersigned—oppose the dog-park being installed at our Reserve.

We urge the Council to reconsider this recommendation for all these reasons.

Susan Conley



Elizabeth Carew-Reid



Wendy Lea



Max Robinson



Clara Tuite



5 June 2023

Proposed Off-Leash Area: Canning and Neill Street Reserve
(Submitted by Max Robinson, [REDACTED])

I must object strongly to this proposal. Its implementation would be a tragedy.

This park is a highly effective combination of a reflective sound barrier and gentle slopes, with integrated seating, shade trees, and grass, providing a remarkably tranquil setting at what was once a very busy and unpleasant intersection.

This tranquillity is central to the wellbeing of the community nearby. It is where newcomers first meet their neighbours, where chance encounters lead to firm and lasting friendships, where families meet and intermingle. Where regular, impromptu and occasional social events take place. Where children learn to throw balls, hit them and catch them, and where others practise their juggling, yoga, pilates, tai-chi, sunbathing, reading, writing or drawing, and others simply talk, listen, and watch the world go by.

This relaxed friendly and supportive environment is important for the mental health and wellbeing of those of who live nearby. From young mothers and young children to the frail elderly, it provides essential relief from isolation, and both practical and emotional support when needed. But every one of these benefits would be dramatically reduced, to the point of elimination, if the proposal to allow off-leash dogs were to be implemented. The presence of off-leash dogs, even the likelihood of their arrival, would seriously limit the value of the park by introducing a need for constant vigilance by all other users.

Unrestrained dogs are always to some extent unpredictable, with issues of territoriality, aggression or defensive behaviour commonly arising. This places a need for constant vigilance on all nearby, eliminating the prospect of calmness.

Unrestrained dogs are particularly incompatible with small children and the frail elderly, those who most need the health and social benefits of the park, and with any other dogs nearby that are properly leashed and restrained.

The periods proposed to be free from uncontrolled dogs are at times when most households are at their busiest, so these restrictions represent little value. Even with the proposed 'timing', the value of the park would be seriously diminished.

Unrestrained dogs are incompatible with all other functions served by the park. Those who argue otherwise must be either disingenuous or relatively inexperienced. Dogs under control and on leash do not present these problems, and could still be encouraged.

I urge you to reject the proposed arrangement and to leave the park as it is, perhaps enhanced by the installation of two more seats and a few more deciduous shade trees to further enhance its amenity to those living nearby. Those who genuinely believe they need an off-leash area will have lost nothing — they will retain access to a well-designed and exclusively off-leash park a mere six minutes stroll north along Canning Street.