



**10.1** PARK STREET STREETScape IMPROVEMENT PROJECT -  
RELEASE OF DRAFT CONCEPT DESIGN FOR  
CONSULTATION

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**1. PURPOSE**

- 1.1 To seek Council's endorsement to release the draft concept design for the Park Street Streetscape Improvement Project for a four (4) week community consultation and to defer the delivery of temporary 'pop-up' protected bike lanes in the section of Park Street west of Kings Way to enable the community to provide feedback on the design and to align with the timelines of the overall Park Street Streetscape Improvement Project.

**2. EXECUTIVE SUMMARY**

- 2.1 In September 2019, Council endorsed the Domain Precinct Public Realm Masterplan (Masterplan). The Masterplan identified the Park Street Streetscape Improvement Project as a high priority project for delivery. Park Street is a proposed bike riding corridor included in Council's endorsed Move, Connect, Live (Integrated Transport Strategy) 2018-28.
- 2.2 The scope of the Park Street Streetscape Improvement Project (Streetscape Project), includes the Bike Link and the following:
- Trees, landscaping and streetscape improvements;
  - Protected bike lanes between Moray Street and St Kilda Road (temporary provision is proposed between Moray Street and Kings Way and permanent construction between Kings Way and St Kilda Road);
  - Offset the 19 car parking spaces removed on Park Street, by reconfiguring existing road space on Bank Street. The reconfiguration of Bank Street will create up to a total of additional 30 new parking spaces (subject to detailed design);
  - Integration into the proposed signalisation of Park Street and Wells Street intersection, a Rail Projects Victoria (RPV) led project;
  - Reduced speed limit of 40km/h on Park Street between Moray Street and Kings Way;

The draft concept design for the Streetscape Project is included at **Attachment 1**

- 2.3 There are currently 23 parking spaces on Park Street between St Kilda Road and Kings Way. These spaces are comprised of the following parking controls:
- Nine 1P paid parking spaces
  - Five 15-minute parking spaces (available outside of peak-hour Clearway)



- Nine 2P paid parking spaces
- 2.4 Of the 23 existing spaces, 19 are required to be removed to provide sufficient space to provide a protected bike lane as part of the streetscape improvement project. Removal of these spaces may have an impact on the community and so the following is proposed to be tested through consultation with the community:
- A total of 30 new parking spaces will be installed on Bank Street through the changing parking spaces to be 90 degree 'nose-in' and reconfiguration of existing road space.
  - Convert the remaining four (4) parking spaces on Park Street to a combination of loading zones and short term drop off bays. Noting, these will be temporarily in place and will need to be removed as part of Victorian Government's delivery of the Park Street Tram Link.
  - 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.
- 2.5 The new bays proposed on Bank Street will offset the remaining bays removed from Park Street. These spaces will primarily be available for public use e.g. customers and visitors. Bank Street is approximately 110 metres from Park Street, placing these additional spaces within a short walk of Park Street properties.
- 2.6 A draft parking plan that identified the proposed changes to the existing parking provision through the Streetscape Project is included at **Attachment 2**.
- 2.7 Council officers commissioned an independent traffic analysis (CDM Research) in December 2020 to compare Park Street against other east-west alternatives in the area and to provide an independent review of the merits of the link. A map showing the various alignments assessed for a bike corridor is included at **Attachment 3**.
- 2.8 The report found that the Park Street alignment best meets the dominant use case of local transport riding trips for commuting to work, shopping and other activities along an arc running from Fishermans Bend, Port Melbourne and South Melbourne through to South Yarra.
- 2.9 The cost of the project is \$2,215,000 (subject to final design and associated Quantity Surveyor updated costing). There is currently \$1.35m of funding allocated to the Park Street Streetscape Improvement Project. (\$1.2m funding from RPV and \$150k from Council for temporary protected bike lanes on Park Street between Kings Way and Moray Street). Council will need to allocate \$865,000 in new funding in the 2022/23 FY to deliver the St Kilda Road to Kings Way section of this project. The intent is for this to be funded through Council's Sustainable Transport Reserve.
- 2.10 Prior to the production of the concept design and completion of cost estimates by Quantity Surveyor, it was anticipated that the \$1.2m external funding contribution would be sufficient to fund the full cost of delivering the project. For this reason there is no Council funding currently allocated to this project in the Council budget nor 10-year financial plan.
- 2.11 Subject to Council endorsement, Community engagement on the draft concept design is to commence in March 2021 for a four week period. The purpose of this is to seek feedback on the draft concept design, using a combination of an on-line survey, drop-in sessions and meetings with local stakeholders. Further details on the community engagement is included in section five of this report and **Attachment 4**.



- 2.12 It is proposed to defer the implementation of temporary protected bike lanes on Park Street, between Kings Way and Moray Street and the funding Council has allocated to to the first quarter of the 2021/22FY. The reason for delaying delivery of the temporary pop up bike lane section is to:
- Enable the community to provide feedback on the design;
  - Provide better alignment with the timeframes of the overall Park Street Streetscape Improvement Project; and
  - Enable Council officers to submit an application to the Victorian Government to fund the pop-up bike lane (as part of the Victorian Government's \$13 million investment for temporary protected bike lanes).
- 2.13 Community feedback provided through the engagement process and responses to the feedback will be used to inform changes to the concept design, and brought to a subsequent ordinary Council meeting before the end of June 2021 for Council's consideration as part of a decision on proceeding to detailed design and delivery for the Streetscape Project.

### 3. RECOMMENDATION

That Council:

- 3.1 Endorses the release of the draft concept design for the Park Street Streetscape Improvement Project for community consultation, included at **Attachment 1**.
- 3.2 Requests a subsequent report be tabled at an ordinary Council meeting prior to the end of the June 2021 for Council to consider progressing the Park Street Streetscape Improvement Project to detailed design and construction. This is to include a summary of community feedback received through the consultation process and proposed changes to the draft concept design in response to the feedback.
- 3.3 Defers the delivery of temporary 'pop-up' protected bike lanes on the Kings Way to Moray Street section of Park Street (\$150,000 funding approved in the 2020/21 FY council budget) to the 2021/22 Financial Year to better align with the timeframes of the overall Park Street Streetscape Improvement Project.
- 3.4 Notes officers will apply for State and Federal funding grants where applicable to contribute to delivery of both the temporary 'pop-up' bike lanes on the Kings Way to Moray Street section of Park Street and the permanent works of the Park Street Streetscape Improvement Project.

### 4. KEY POINTS/ISSUES

#### Leveraging the Victorian Government's Big Build

- 4.1 The transformation of the Domain Station from the construction of ANZAC station, coupled with other legacy projects, will see a significant increase in pedestrian and cycling traffic through the area. This will have a catalytic impact to not only the immediate surrounds of the station, but the wider Domain Precinct.

Legacy projects within the Domain Precinct include: a new underground metro station, upgraded Domain tram interchange, new Park Street tram stop, new Toorak Road West tram stop, enhanced bike riding facilities on St Kilda Road, new bike parking



across the precinct, the development of Kings Place Plaza and installation of the Park Street Tram Link (Kings Way to Heather Street) connecting South Melbourne to the Domain Precinct.

- 4.2 The new, accessible Park Street Tram Stop was completed in February 2018 by Yarra Trams. Council feedback through the design process included identifying opportunities for improved bike lane facilities on Park Street and the delivery of wider streetscape improvements as part of the transformation of the Domain Precinct.
- 4.3 In response to Council's advocacy, Rail Projects Victoria (RPV) committed up to \$1.2m for Council to construct a protected bike lane along Park Street between Kings Way and St Kilda Road. RPV has also relocated nine overhead tram poles at a cost of about \$1m so Council can install a bike lane adjacent to the tram stop. This will be added to by the Department of Transport funded upgrade of the Park and Wells Street intersection to be fully signalised, with existing turn bans retained, at an estimated cost of \$1m.
- 4.4 The Park Street Tram Link is one of the key legacy projects that will be delivered as part of the Metro Tunnel Project and it is anticipated to be completed in line with the opening of the ANZAC Station. The project includes the installation of new tram tracks on Park Street (Heather Street to Kings Way) to enable the rerouting of several trams removing pressure on the St Kilda Road tram line.

The installation of the temporary protected bike lane works proposed on Park Street between Kings Way and Moray Street by the upcoming 2021/22 FY will strengthen Council advocacy for the permanent protected bike lane to be part of the scope of the new Tram Link.

#### **Domain Public Realm Masterplan**

- 4.5 Council's support for the Park Street Streetscape Improvement Project as part of the Park Street Streetscape Improvement Project was included as part of the development of the Domain Precinct Public Realm Masterplan (The Masterplan). The Masterplan was informed by the following community engagement activities:
  - Domain Precinct Place Identity, August / September 2018
  - Design Response, May 2019
  - Draft Masterplan, July - August 2019.
- 4.6 Community feedback on the Park Street Streetscape Improvement Project did identify issues regarding safety, a loss of parking and increased congestion. Consequently, on 18 September 2019, where Council endorsed the Domain Precinct Public Realm Masterplan, including the Park Street Streetscape Improvement Project, Council resolved to undertake, "*community consultation on the Park Street Bike Link, following the adoption of the Domain Precinct Public Realm Masterplan, to enable opportunities for affected residents and stakeholders to provide input into the design*".

The Council resolution also resolved to consider "*the feasibility of a protected bike lane in the section of Park Street between Kings Way and Moray Street. As part of the feasibility assessment, officers consider testing a temporary separated bike lane prior to the implementation of the Park Street Tram Link. Officers to report back to Council on the cost and feasibility of the trial.*"



- 4.7 Council officers have sought design outcomes that respond to community concerns reflected in the Council resolution of 18 September 2019 by increasing the safety outcomes and minimising parking loss. These outcomes are addressed below.
- 4.8 Council's resolution for the adopted Masterplan sought to respond to community feedback on safety and parking. Specifically, Council:
- *“strengthens its advocacy to the Victorian Government’s transport statutory authorities and RPV to resolve safety and traffic issues at the intersection of Park Street and Wells Street in South Melbourne through the delivery of a fully signalised intersection.*
  - *optimises opportunities for short-term, servicing and visitor car parking in the Domain Precinct, and minimises any further reduction of car parking where practicable without compromising safety and in accordance with Council’s Move, Connect, Live: Integrated Transport Strategy 2018-28”.*

**Alignment to Council’s Move, Connect Live Strategy 2018-28**

- 4.9 Park Street, between Moray Street and St Kilda Road, is one of 15 bike corridors in Council’s Move Connect Live, Integrated Transport Strategy 2018 (ITS).
- 4.10 The Park Street Streetscape Improvement Project is a Council priority for the following reasons:
- **FUNDING** – the \$1.2m funding committed for this project from Rail Projects Victoria (RPV) contributes significantly (approximately 54%) of the total project cost (\$2.215M)
  - **SAFETY** – this is a road safety blackspot with 26 crashes in the past 5 years. The project will upgrade the whole of the streetscape, making Park Street safer for all users (i.e. vehicles, cyclists, pedestrian and trams).
  - **HEALTH** - Cycling is forecast to grow when the ANZAC Station and the St Kilda Road protected bike lanes start operating and Park Street. It is further anticipated that uptake in cycling will increase as a result of COVID-19.
  - **ALIGNMENT EFFICIENCIES** – delivery needs and is proposed to be completed prior to RPV’s commencement of Park Street Tram Link construction, currently proposed to commence in late 2023.
  - **DELIVERY REPUTATION** – Council being able to demonstrate its ability to deliver a state funded project in a timely manner, to support future advocacy to the Victorian Government for funding
- 4.11 The Park Street Streetscape Improvement Project is a strategically important east-west bike riding connection. It links the Domain Precinct and future ANZAC Station on St Kilda Road to the South Melbourne Activity Centre and ultimately to the Fishermans Bend Urban Renewal Area.
- 4.12 The bike lane will connect the existing bike corridor on Moray Street (ITS Route 1) though to St Kilda Road (ITS Route 15 and is a current \$27m Victorian State Government project).
- 4.13 There are limited opportunities to cross Kings Way at grade that connect directly to St Kilda Road (and ANZAC Station). As such, the Department of Transport has classified Park Street as a Strategic Cycling Corridor for Victoria in late 2019.



### Recorded Crash History for Park Street

- 4.14 Park Street has a high number of crashes compared to other Council-managed roads in Port Phillip. In the 5-year period ending December 2019, there were 26 recorded crashes on Park Street between Moray Street and St Kilda Road. Recorded Crashes are the result of a crash being attended by emergency services, or a Transport Accident Commission (TAC) claim has been made, with a formal police report being submitted.
- 4.15 Six (6) crashes on Park Street have resulted in serious injuries (3x involving bike riders, 2x involving pedestrians and 1x vehicular only). A 'serious injury' is defined where one or more person is sent to hospital at the time of the crash or suffers a long-term impairment that is reported retrospectively (e.g. TAC claim).
- 4.16 The Park Street concept design has been developed to create a safer and higher quality streetscape for the community. The project approach has been holistic, addressing safety of all users, raising awareness of vulnerable users, separating transport modes wherever practical, and reducing vehicle speeds. By considering all users, it will deliver a safer overall streetscape and maximum impact of the project to best protect the community.

### Park Street - Streetscape Design Development

- 4.17 \$200k of Rail Projects Victoria (RPV) \$1.2m contribution has been allocated for design. This amount is reimbursed to Council on proof of expenditure and the timeline aligns with the current project planning, with completion anticipated in the 2022/23 FY. The funds cannot be used for other projects.
- 4.18 In April 2020, Council officers appointed SMEC Australia Ltd Pty as the design consultant for the Park Street Streetscape Improvement Project. The design outcome includes upgrading the whole streetscape including the bike lanes, footpaths, pedestrian crossing points, landscape amenity, line marking and traffic lanes. This ensures that the project addresses safety concerns in a holistic fashion, making Park Street safer for all users (i.e. vehicles, cyclists, pedestrian and trams).
- 4.19 The draft concept design, included at **Attachment 1**, for the Park Street Streetscape Improvement Project includes the following key features, which reflect the feedback received during the Masterplan process:
- improved streetscape through introducing 800 square metres of low-level garden beds and 24 new trees;
  - temporary protected bike lanes between Moray Street and Kings Way;
  - temporary retention of four parking spaces on Park Street (between Kings Way and Little Bank Street) until the future tram lines are installed;
  - 100% offset in car parking spaces removed on Park Street by reconfiguring existing parking spaces in Banks Street. Delivery of this outcome is subject to detailed design;
  - integrates with the proposed signalisation of Park Street and Wells Street intersection, a Rail Projects Victoria (RPV) led project;
  - ensures the design has no material reduction in the number of cars that can be driven on Park Street.



- raises the bike lane to footpath level adjacent to the tram stop to maximise bike lane width, this ensures separation from traffic;
- 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;
- retains the left turn lane on Park Street at the intersection with St Kilda Road; and
- provides bike parking spaces.

### **Park Street Project - Proposed Changes to On-Street Parking**

4.20 There are currently 23 parking spaces on Park Street between St Kilda Road and Kings Way. These spaces are comprised of the following parking controls:

- Nine 1P paid parking spaces
- Five 15-minute parking spaces (available outside of peak-hour Clearway)
- Nine 2P paid parking spaces

4.21 Of the 23 existing spaces, 19 are required to be removed to provide sufficient space to provide a protected bike lane as part of the streetscape improvement project. Officers acknowledge the impact the removal of these spaces may have on community and are proposing the following to be tested through consultation with the community:

- Convert the remaining four (4) parking spaces on Park Street to a combination of loading zones and short term drop off bays during business hours. To be made available for public use outside of these times. Noting these will be temporarily in place and will need to be removed as part of Victorian Government's delivery of the Park Street Tram Link.
- 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 during business hours, and available for public use outside of these times. (2 spaces each on Palmerston Crescent and Wells Street).
- A total of 30 new parking spaces will be installed on Bank Street through the changing parking spaces to be 90 degree 'nose-in' and reconfiguration of existing road space.

4.22 The new loading zones and short term drop off bays, both on and near Park Street, in respond to community concerns regarding a lack of conveniently located parking for servicing and loading of properties along Park Street to supplement similar facilities within these buildings. Officers recognise that these uses often can't be conducted off street or via other travel options.

4.23 The new bays proposed on Bank Street will offset the remaining bays removed from Park Street. These spaces will primarily be available for public use e.g. customers and visitors. Bank Street is approximately 110 metres from Park Street, placing these additional spaces within a short walk of Park Street properties.

4.24 A draft parking plan that identified the proposed changes to the existing parking provision through the Streetscape Project is included at **Attachment 2**.

### **Consideration of Alternative Alignments to Park Street**



4.25 In developing the draft concept design for the Park St Bike Link and preparing for engagement on the design of this corridor, three alternative alignments running parallel to Park Street – along Kings Way-Albert Park Reserve, Albert Road and Coventry Street-Dorcas Street have been assessed.

This was undertaken as an independent route assessment by traffic consultant (CDM Research).

4.26 The merits of the individual routes have been assessed/ reviewed separately considering both;

- a) delivery based on the existing cycling infrastructure and connections, and
- b) delivery based on the existing cycling infrastructure and connections, as well as the completion of the Albert Road link upgrade which forms part of the DELWP lead Shrine to Sea project.

4.27 A map of Park Street and the alternative alignments is included at **Attachment 3**.

4.28 The CDM Research (CDM) comparative assessment findings for the four alignments across a range of criteria is summarised in the table below:

Attribute	Corridor			
	Park Street	Coventry Street	Albert Road	Kings Way
<b>Strategic alignment</b>	High	Low	Medium	Low
<b>Cycling activity</b>	High	Low	High	Medium
<b>Crash history</b>	Medium	Low	Low	Low
<b>Commuter travel</b>	High	Low	Medium	Low
<b>Catchment</b>	Medium	Medium	Low	Low
<b>Future Development</b>	High	Low	Medium	Low
<b>Ease of Delivery</b>	High	Low	Medium	Low

4.29 The CDM report recommended the Park Street Streetscape Improvement Project alignment in preference to the Coventry Street and Kings Way alignment and, in addition, recommended the planned Albert Road connection. Key findings of the report included:

- *“Park Street best aligns with the most likely usage for travel along an arc from Fishermans Bend through Port Melbourne to South Melbourne and east to South Yarra.*
- *This primary market is distinct from that likely to be met by the Shrine to Sea project along Albert Road, such that there is limited duplication in having both*





*links. There is already demonstrable rider demand along Park Street; these riders are choosing not to use the shared path along Albert Road that already exists. The proposed improvements along Albert Road as part of Shrine to Sea are unlikely to be sufficient to encourage these riders to divert to instead use Albert Road given the longer distance and incremental nature of the improvements.*

- *The impediments to construction of the Park Street Streetscape Improvement Project are less than for the Coventry Street and Kings Way options. There would be almost insurmountable difficulties in providing a high-quality cycling connection along Sturt Street and Coventry Street to the north or from the shared path behind Mac Robertson Girls School across Queens Road to St Kilda Road.”*

**Project Scope and Budget**

4.30 There is currently existing funding of **\$1.35m** in funding allocated to the Link which is made up of:

- \$1.2m funding from RPV for the design and construction of the protected bike lane along Park Street between Kings Way and St Kilda Road.
- In July 2020, Council resolved to allocate \$150k in the 2020/21 budget for delivery of the temporary protected bike lane on Park Street between Moray Street and Kings Way.

4.31 Council officers have secured cost estimates through a Quantity Surveyor and have developed a revised cost estimate of \$2.215m. This involves re-designing around significant existing infrastructure assets (such as tram poles to avoid relocation costs), reviewing materials, and securing external funding for trees and landscaping. The estimated cost also include a 30% contingency.

4.32 Council will need to contribute a further \$865k in new funding to deliver the project and this is summarised in the following table. There is no Council funding currently allocated to this project in the Council budget nor 10-year financial plan. This amount would be funded through the Sustainable Transport Reserve.

The intent is for construction to start in mid-2022 with the costs phased across the 2021/22 and 2022/23 Financial Years.

Scope of Works	Estimated Project Cost	Current Funding	Funding Required
Design	\$200k		
St Kilda to Kings Way (permanent)	\$1,175k		
Kings Way to Moray Street (temporary)	\$150k		
Holistic landscape, footpath paving & tree planting for Park Street	\$620k		



Bank St line marking upgrade to offset parking loss from Park Street Bike Lane	\$70k		
TOTAL	\$2,215m	\$1.350m	\$865k

4.33 Council officers are also reviewing the opportunity to align delivery of the project with other projects to reduce costs, improve project efficiency and minimise the impact on community during construction. This includes alignment with the road reconstruction of Park Street, which is proposed for a similar timeframe.

4.34 In addition, Council officers are investigating the use of external funding grant applications for the following portions of the work:

- \$150k for the temporary bike lane between Moray Street and Kings Way (State Funding Covid-19 pop up bike lane grant), and
- \$70k for the delivery of the Bank Street line-marking upgrade (Commonwealth Funding, Local Road and Community Infrastructure)

4.35 It is proposed to defer the implementation of temporary protected bike lanes on Park Street, between Kings Way and Moray Street and the funding Council has allocated to to the first quarter of the 2021/22FY. The reason for delaying delivery of the temporary pop up bike lane section is to:

- Enable the community to provide feedback on the design;
- Provide better alignment with the timeframes of the overall Park Street Streetscape Improvement Project; and
- Enable Council officers to submit an application to the Victorian Government to fund the pop-up bike lane (as part of the Victorian Government’s \$13 million investment for temporary protected bike lanes).

## 5. CONSULTATION AND STAKEHOLDERS

5.1 Community engagement will be undertaken on the concept design and the changes made since the Domain Precinct Masterplan was presented to the public. Feedback will be sought on the following aspects of the design:

- The type of on-street parking controls, on Park Street and surrounding streets;
- Provision of greening and landscaping;
- Public space provision and design (subject to funding);
- Street furniture placement e.g. bike hoops;
- Any other design feedback, with a specific focus on feedback on changes made since the Domain Precinct Masterplan early concept design.

5.2 Significant community engagement was undertaken on bike corridors and transport planning as part of the development of the Council Plan 2017-27, the Move, Connect,



Live: Integrated Transport Strategy and the Domain Precinct Plan Public Realm Masterplan which included the Park Street Streetscape Improvement Project.

- 5.3 The proposed community engagement strategy will seek to build on that previous engagement. Specifically, some residents and businesses with properties fronting Park Street (and to a lesser extent, those on nearby streets), have raised concerns in relation to the bike lane, mainly due to loss of parking, and increased congestion.
- 5.4 Council officers will contact affected residents and businesses by mail with an update on the Park Street Streetscape Improvement Project and changes since the endorsement of the Domain Precinct Public Realm Masterplan.
- 5.5 The letter will include links to the Council's website where the updated concept designs can be viewed, and to the Have Your Say site which will host a survey seeking feedback on the current design. An overview of the proposed community engagement survey questions is included at **Attachment 4**.
- 5.6 Direct engagement will be undertaken with those residents and businesses that will be most impacted by the bike link installation, such as footpath trading areas, and parking.
- 5.7 Community feedback will be considered in the development of the final concept design. This feedback will be brought back to a subsequent ordinary Council meeting for Council consideration on whether the project proceeds to detailed design, in line with the existing design contract.

## 6. LEGAL AND RISK IMPLICATIONS

- 6.1 RPV has advised Council that it will conduct community engagement on the proposed traffic signals to be installed at the intersection of Park Street and Wells Street, Palmerston Crescent in the first quarter of 2021.
- 6.2 This may lead to consultation fatigue and/or community confusion relating to project responsibility, due to the timing of the two pieces of engagement activity along Park Street.
- 6.3 RPV have advised that seeking an alternative alignment to the bike corridor or deferring the Park Street Streetscape Improvement Project would trigger a review of the \$1.2m funding agreement that Council has in place for this project. If this occurred it would risk opportunities for seeking funding for future projects and the organisation's reputation for delivery

## 7. FINANCIAL IMPACT

- 7.1 The Victorian Government has funded the following works on Park Street totalling approximately \$2m, in addition to funding for the Park Street Streetscape Improvement Project:
  - RPV has also relocated nine overhead tram poles to enable Council to install a bike lane adjacent to the tram stop - \$1m;
  - Department of Transport has funded the upgrade the Park and Wells Street intersection to be full signalised - \$1m.
- 7.2 Rail Projects Victoria (RPV) has committed a \$1.2m contribution to construct a protected bike lane between Kings Way and St Kilda Road. \$200k of this has been allocated for design. This contribution is reimbursed to Council on proof of expenditure



and the timeline aligns with the current project planning, with completion anticipated by FY 2022/23. The funds cannot be used to fund other bike connections/projects.

- 7.3 In July 2020, Council resolved to allocate \$150k in the 2020/21 budget for delivery of the temporary protected bike lane on Park Street between Moray Street and Kings Way. This expenditure is proposed to be deferred to 2021/22 to better align to the timeframes for the overall Street Improvement Project and enable Council officers to apply for external funding from the Victorian Government.
- 7.4 Since receiving an earlier concept design and initial cost estimates in late 2020, Council officers have reviewed the design and cost estimate and have yielded savings of \$0.79m reducing the total project cost estimate to \$2.215m.
- 7.5 Council officers continue to seek opportunities to reduce the burden of project costs on Council, including internal project alignment, value management and external funding streams.
- 7.6 Should officers not be successful in some or all the above, Council would need to contribute \$865k in new funding to deliver this project, as there is no Council funding currently allocated to this project in the Council budget nor 10-year financial plan.
- 7.7 This amount would be funded through the Sustainable Transport Funding Reserve.
- 7.8 Based on preliminary concept designs, the proposed reconfiguration of parking spaces on Bank Street will offset all parking spaces removed on Park Street and may offer a comparable or higher revenue return than existing parking revenue from spaces on Park Street. Detailed design will be required to confirm the specific number of parking spaces that can be achieved.

## **8. ENVIRONMENTAL IMPACT**

- 8.1 Opportunities have been identified through this project to increase tree canopy cover, support biodiversity and improve water quality.
- 8.2 The strategic bike connection enables safe multi-modal sustainable transport options, given its direct connection to the ANZAC Station as a future public transport hub.
- 8.3 Prioritising the delivery of comfortable, safe, continuous and connected protected bike lanes will encourage increased bike riding for local access, commuting and recreational trips throughout the municipality. It also has the potential to decrease car dependency and associated pollution.

## **9. COMMUNITY IMPACT**

- 9.1 The Park Street Streetscape Improvement Project 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 Bike corridors have the potential to increase social connectivity through increased transport choices as well as providing places that foster greater social interaction and informal recreation.
- 9.3 Bike corridors have the potential to increase social connectivity through increased transport choices as well as providing places that foster greater social interaction and healthier lifestyles as part of informal recreation.



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- 9.4 The delivery of a network of bike corridors and improving access will help to realise 10-minute neighbourhoods within the municipality.
- 9.5 Losing on-street parking outside business could adversely impact business. However, research by Victoria Walks in 2019 in middle and outer Melbourne suburbs found that most people walk rather than drive to local shopping strips. Feedback captured through the community engagement process will include the proposed opportunities within the draft concept design to increase parking and updating parking restrictions to improve access.

## 10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

10.1 The Park Street Streetscape Improvement Project aligns to following strategic directions in the adopted Council Plan 2017-27:

10.1.1 Strategic Direction 2 – We are connected and it's easy to move around and contributes to the delivery of Outcome 2.1: *'An integrated transport network that connects people and places'*.

10.1.2 Strategic Direction 4 - We are growing and keeping our character and contribute to the delivery of Outcome 4.2 'A City of diverse and distinctive neighbourhoods and places'.

10.2 The Park Street Streetscape Improvement is a project that was identified in Council's Domain Precinct Public Realm Masterplan 2019, with the draft concept design represents further design development from the initial concept included in this Masterplan.

## 11. IMPLEMENTATION STRATEGY

### 11.1 TIMELINE

#### March to April 2021

- **Council decision point:** Council report seeking a formal Council decision to release the draft concept design for community engagement – 3 March 2021 (this Report)
- Community engagement on the design for Park Street Streetscape Improvement Project – March to April 2021 (four weeks);

#### May to June 2021

- **Council decision point:** Community feedback will be considered in the development of the design, which will be brought back to the Council before the end of June 2021 so Council can consider proceeding: i) to detailed design and delivery of the overall Streetscape Improvement Project and ii) the implementation of the section of pop-up bike lanes.

#### July to October 2021:

- Delayed delivery of temporary 'pop-up' protected bike lanes installed on Park Street between Kings Way and Moray Street – July – Sept 2021
- Detailed design of Streetscape Project – July – October 2021

#### November 2021 – June 2023



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- **Council decision point:** Tender for construction, following completion of detailed design– Late 2021
- Construction completed in the 2022/23 FY.

### 11.2 COMMUNICATION

- If Council endorse the release of the draft concept design for the Park Street Streetscape Improvement Project for community engagement, Council officers will proceed with the consultation process and engagement activities listed in section five of this report.

## 12. OFFICER DIRECT OR INDIRECT INTEREST

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

**TRIM FILE NO:** 70/05/31

### ATTACHMENTS

1. Draft Concept Design – Park Street Streetscape Improvement Project
2. Draft Parking Plan – Park Street Streetscape Improvement Project
3. Park Street and alternative bike corridor alignments
4. Overview of proposed community engagement activities