



# MEETING OF THE PORT PHILLIP CITY COUNCIL

## AGENDA

20 MARCH 2024



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# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



### **Welcome**

*Welcome to this Meeting of the Port Phillip City Council.*

*Council Meetings are an important way to ensure that your democratically elected representatives are working for you in a fair and transparent way. They also allow the public to be involved in the decision-making process of Council.*

### **About this meeting**

*There are a few things to know about tonight's meeting. The first page of tonight's Agenda itemises all the different parts to the meeting. Some of the items are administrative and are required by law. In the agenda you will also find a list of all the items to be discussed this evening.*

*Each report is written by a Council officer outlining the purpose of the report, all relevant information and a recommendation. Council will consider the report and either accept the recommendation or make amendments to it. All decisions of Council are adopted if they receive a majority vote from the Councillors present at the meeting.*

### **Public Question Time and Submissions**

*Provision is made at the beginning of the meeting for general question time from members of the public.*

*All contributions from the public will be heard at the start of the meeting during the agenda item 'Public Questions and Submissions.' Members of the public have the option to either participate in person or join the meeting virtually via Teams to ask their questions live during the meeting.*

*If you would like to address the Council and /or ask a question on any of the items being discussed, please submit a 'Request to Speak form' by 4pm on the day of the meeting via Council's website:*

[Request to speak at a Council meeting - City of Port Phillip](#)





# MEETING OF THE PORT PHILLIP CITY COUNCIL 20 MARCH 2024



## MEETING OF THE PORT PHILLIP CITY COUNCIL

### To Councillors

Notice is hereby given that a **Meeting of the Port Phillip City Council** will be held in **St Kilda Town Hall and Virtually via Teams** on **Wednesday, 20 March 2024 at 6:30 PM**. At their discretion, Councillors may suspend the meeting for short breaks as required.

### AGENDA

- 1 APOLOGIES**
- 2 MINUTES OF PREVIOUS MEETINGS**  
*Minutes of the Meeting of the Port Phillip City Council 6 March 2024.*
- 3 DECLARATIONS OF CONFLICTS OF INTEREST**
- 4 PUBLIC QUESTION TIME AND SUBMISSIONS**
- 5 COUNCILLOR QUESTION TIME**
- 6 SEALING SCHEDULE**  
*Nil*
- 7 PETITIONS AND JOINT LETTERS**  
*7.1 Petition - Request extension of Elwood Beach Dog off-lead access .....6*
- 8 PRESENTATION OF CEO REPORT**  
*Nil*
- 9 INCLUSIVE PORT PHILLIP**  
*Nil*
- 10 LIVEABLE PORT PHILLIP**
  - 10.1 Inkerman Safety Improvement Project - Engagement Findings ..... 11*
  - 10.2 Draft Dog Off-Leash Guideline for Public Consultation.....213*
  - 10.3 Council Submission to the Victorian Government's Montague Precinct Implementation Plan (Fishermans Bend) .....229*
  - 10.4 Council Submission to the Victorian Government's Fishermans Bend Urban Renewal Area Development Contributions Plan (Planning Scheme Amendment GC224).....293*
  - 10.5 E-scooter Trial Update.....401*

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## 11 SUSTAINABLE PORT PHILLIP

*Nil*

## 12 VIBRANT PORT PHILLIP

*Nil*

## 13 WELL GOVERNED PORT PHILLIP

- 13.1 *Proposed Update to Rating Strategy 2022-2025*.....411
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- 13.3 *Appointment of Authorised Officers Pursuant to the Planning and Environment Act 1987*.....447
- 13.4 *Records of Informal Meetings of Council*.....455

## 14 NOTICES OF MOTION

- 14.1 *Notice of Motion Councillor Rhonda Clark – Rates Freeze* .....475

## 15 REPORTS BY COUNCILLOR DELEGATES

## 16 URGENT BUSINESS

## 17 CONFIDENTIAL MATTERS

*The information contained in the following Council reports is considered to be Confidential Information in accordance with Section 3 of the Local Government Act 2020.*

### 17.1 Independent Waste Review .....475

- 3(1)(a) *Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released;*
- 3(1)(e) *legal privileged information, being information to which legal professional privilege or client legal privilege applies;*
- 3(1)(g)(ii) *private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage*

#### **Reason:**

*This report will consider commercially and legally sensitive information that could impact Council's ability to manage an ongoing contract. Council will consider what information is to be released publicly at the 20 March 2024 Council Meeting.*



**3. DECLARATIONS OF CONFLICTS OF INTEREST**

**4. PUBLIC QUESTION TIME AND SUBMISSIONS**

**5. COUNCILLOR QUESTION TIME**

**6. SEALING SCHEDULE**

Nil

**7. PETITIONS AND JOINT LETTERS**

7.1 *Petition - Request extension of Elwood Beach Dog off-lead access* .....6

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## 7.1 Petition - Request extension of Elwood Beach Dog off-lead access

A Petition containin 309 signatures, was received from local residents.

### The Petition states the following:

*We petition the Council to please extend the off-lead space from the current rock Groyne south of Point Ormond, extending to the next rock groyne adjacent to Elwood Angling Club. From 5:30 to 9:30am in the Nov 1 – Mar 31 period.*

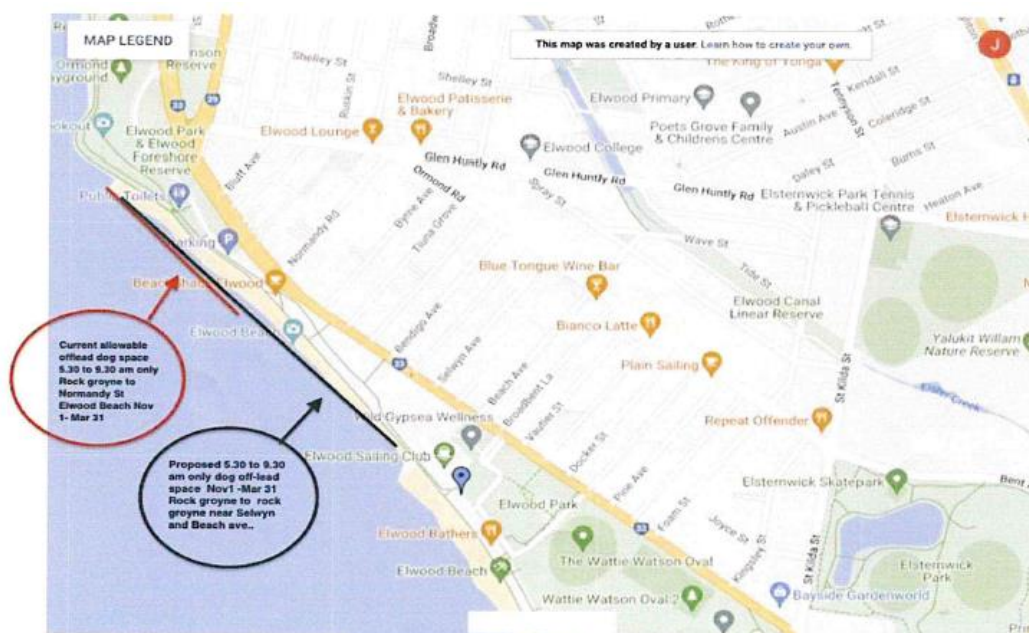
### Supporting Information:

We are the undersigned, local, Elwood residents and rate payers who regularly need off lead space to walk our dogs in a space close to home which is walkable and safe each day. Whilst we love being on the beach in winter during the summer, the current space from the rock Groyne (near Ormond Point) to Normandy Rd is less than a 5 min walk. And we only have access until 9:30am in the mornings.

Whilst 99% of the foot traffic on Elwood beach is on the footpath above the beach very few people walk on the sand or use it prior to 9:30am except for people walking their dogs.

We also request that this area be clearly signed as the current lack of clear signage causes confusion and angst amongst the community.

We thank you for your consideration and look forward to a positive response.



### RECOMMENDATION

That Council:

1. Receives and notes the Petition and provides a response to a future Council meeting.

### ATTACHMENTS

Nil



**8. PRESENTATION OF CEO REPORT**

Nil

**9. INCLUSIVE PORT PHILLIP**

Nil

**10. LIVEABLE PORT PHILLIP**

10.1	<i>Inkerman Safety Improvement Project - Engagement Findings .....</i>	11
10.2	<i>Draft Dog Off-Leash Guideline for Public Consultation.....</i>	213
10.3	<i>Council Submission to the Victorian Government's Montague Precinct Implementation Plan (Fishermans Bend) .....</i>	229
10.4	<i>Council Submission to the Victorian Government's Fishermans Bend Urban Renewal Area Development Contributions Plan (Planning Scheme Amendment GC224).....</i>	293
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### 10.1 INKERMANS SAFETY IMPROVEMENT PROJECT - ENGAGEMENT FINDINGS

**EXECUTIVE MEMBER:** BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND DEVELOPMENT

**PREPARED BY:** DAVID MACNISH, HEAD MAJOR TRANSPORT PROJECTS -  
DOMAIN PRECINCT  
CHRIS TSIAFIDIS, SENIOR TRANSPORT ENGINEER

#### 1. PURPOSE

- 1.1 To present the findings of the community engagement on the Inkerman Safety Improvement Project (the Project). A subsequent Council meeting will consider recommended options for proceeding with the project.

#### 2. EXECUTIVE SUMMARY

- 2.1 The Inkerman Safe Travel Corridor project was identified as the highest priority bike corridor in Council's Move Connect Live: Integrated Transport Strategy 2018-28. The strategy identifies Inkerman Street as requiring a protected bike lane from St Kilda Road to Hotham Street.
- 2.2 At the 5 May 2021 Council Meeting, Council endorsed the development of three concept designs. Following the May 2021 decision and prior to undertaking Community Engagement, officers undertook three briefings with Councillors (8.03.23, 10.05.23 & 27.09.23).
- 2.3 At the 8 March 2023 briefing, Officers were requested to investigate a fourth 'do minimum' option and explore ways to reduce parking impacts in each design option.
- 2.4 At the 18 October 2023 Council meeting the four concept designs were presented. Council agreed to release the following two concept design options for community engagement:
  - **Option A:** Safety improvements including a kerbside protected bike lanes.
  - **Option B:** Safety improvements including on-road buffered bike lanes
- 2.5 Community engagement took place over seven weeks (19 October to 7 December 2023). The seven-week engagement period was inclusive of a two-week extension, following concerns from residents at the 1 November 2023 Council meeting that some residents had not yet received the project flyer and may not be aware of the project.
- 2.6 Information regarding the engagement was provided on corflute signs along the length of Inkerman Street with postcards mailed to all owners and occupiers of properties within 400 metres of the study area. An additional letter-drop was undertaken following the concerns raised at the November meeting.
- 2.7 Council relied on multiple avenues to inform the community of the project including social media posts which reached approximately 22,000 people, inclusion in Council newsletters and electronic mailouts, face-to-face and direct emailing to businesses and completion of four pop-up information sessions along Inkerman Street.



- 2.8 There were 1,579 participants providing feedback during the project consultation period via online or hard copy surveys. The majority of respondents were from the suburbs where the project is located.
- 2.9 Key themes from the engagement include support for increasing safety for all road users, providing safer and more inclusive riding options, providing more inclusive crossing options, the loss of on-street parking and negative impacts of reduced parking on residents and businesses and access to disabled bays.
- 2.10 The Engagement Summary Report is in Attachment 1. The Have Your Say (HYS) 'Survey Response Overview' including open text comments are in Attachment 2.
- 2.11 In December 2023, when reviewing location information on crash statistics, Officers identified an issue in Section 4.6 of the 18 October 2023 Council Report. The report referred to 33 crashes along Inkerman Street between St Kilda Road and Hotham Street. The review found that six crashes were incorrectly included that were outside of the project boundary and four crashes were incorrectly excluded that were inside the project boundary. In summary, the total recorded crashes are 31 and not 33 as per the October report. This update has been provided to Councillors and community members who sought additional information on crash statistics. In addition, the project page has been updated and an update has been emailed to those that signed up for updates on the project through HYS. The summary was provided to Councillors in December.
- 2.12 At a future Council Meeting, Council will be presented with a report that will include project recommendations.

### 3. RECOMMENDATION

That Council:

- 3.1 Thanks community members who provided feedback on the Inkerman Safety Improvement Project.
- 3.2 Notes the high level of interest from community and businesses and varied views as outlined in the Engagement Summary Report (Attachment 1).
- 3.3 Requests a subsequent report be tabled at an ordinary Council meeting in 2024 for Council to determine any design changes to the Inkerman Safety Improvement Project and whether to progress to detailed design and construction.

### 4. KEY POINTS/ISSUES

#### BACKGROUND

- 4.1 The Inkerman Safety Improvement Project proposes treatments to Inkerman Street between St Kilda Road and Hotham Street (Figure 1).
- 4.2 Inkerman Street is at the end of life and is due for re-sheeting. This will require removal of the existing painted bike lanes. Council has been considering options for the redesign of Inkerman Street that will improve safety and amenity outcomes.



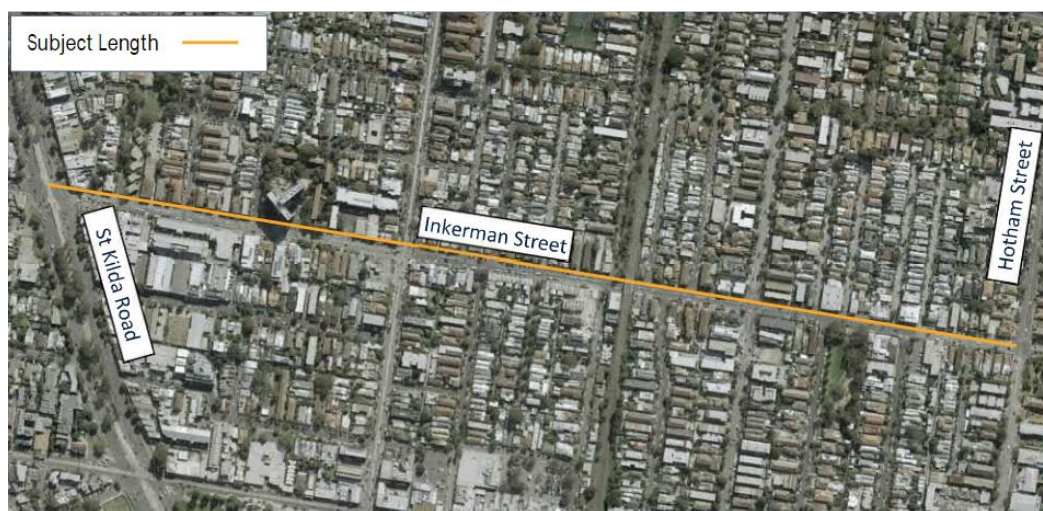


Figure 1. Map of Inkerman Safe Travel Corridor site

- 4.3 Inkerman Street has a high number of recorded crashes compared to other Council-managed roads.
- 4.4 At the 5 May 2021 Council Meeting, Council endorsed the development of three concept designs for the Inkerman Safe Travel Corridor Project to be presented at a future Council meeting for consideration for release for community engagement.
- 4.5 The project objectives agreed at the 2021 Council meeting were to:
- Improve safety for all road users and attract a broader range of people of all ages and abilities to ride a bike.
  - Increase travel choices by providing a safe alternative to public transport and cars.
  - Minimise and mitigate parking loss and maximise tree retention.
- 4.6 In the 8 May 2023 project briefing, Councillors requested investigation of a fourth 'do minimum' option as well as to explore ways to reduce parking impacts in each option.
- 4.7 At the 18 October 2023 Council meeting the resulting four concept designs were presented to determine which options were to be released for community engagement.
- 4.8 Councillors voted unanimously to support the following motion (Councillor Pearl was not in attendance).

*That Council:*

- 3.1 *Endorses the release of the draft concept designs Option 1 and Option 3 for the Inkerman Safety Improvement Project Corridor for community engagement.*
- 3.2 *Requests officers to investigate if parking can be added to or reconfigured on streets nearby to Inkerman Street to offset any loss of parking spaces from Inkerman Street.*
- 3.3 *Requests a subsequent report be tabled at an ordinary Council meeting, as soon as practicable in 2024, for Council to consider the results of the community engagement and to present any findings from the work detailed in point 3.2, and to determine whether to progress the project to detailed design and construction.*





## ENGAGEMENT DESIGN OPTIONS

- 4.9 The two options endorsed by Council for release for community feedback are as follows:

### **Option A: Safety improvements including a kerbside protected bike lanes**

This option includes a physically protected, wide (2.2m) kerbside bike lanes with buffered parking on one side of the road, three dedicated pedestrian crossings with flashing lights, kerb outstands at side streets and safety improvements at signalised intersections.

### **Option B: Safety improvements including on-road buffered bike lanes**

This option included on-road painted bike lanes located between parking and traffic lanes, with painted buffers on either side, parking on both sides of the road (reduced parking offsets from driveways), three dedicated pedestrian crossings with flashing lights, kerb outstands at side streets where crashes have occurred and safety improvements at signalised intersections.

## 5. CONSULTATION AND STAKEHOLDERS

- 5.1 At the Council Meeting on 18 October 2023, Council considered four design options for the Inkerman Street Safety Improvement Project and endorsed two options for community engagement.
- 5.2 Community engagement occurred over a seven-week period (19 October – 7 December 2023) and included:
- 16x corflute project posters along the length of the project area, with QR codes linking to further information, to inform regular users of Inkerman Street about the engagement
  - 7,800 postcards letter-dropped flyers to owners, residents and businesses within a 400-metre radius of the project area
  - A separate letter-drop following the postcards in response to concerns that some residents had not received the initial postcard
  - Posts on Council's Facebook and Instagram social media accounts boosted through a targeted social media campaign for the duration of the engagement period
  - Inclusion in Council's Diversity e-news, local media and HYS newsletter
  - Four, two-hour pop-up information sessions along Inkerman Steet
  - Inclusion in the Neighbourhood Engagement Program pop-up on Carlisle Street
  - HYS survey, with ability to provide open comments and written submissions on the proposal
  - Online and hard copy surveys
  - Direct contact with business with commercial tenancies in the project area, including an initial drop-by with project handout, responding to project queries and HYS email reminders
  - Following the conclusion of the community engagement, officers have undertaken interviews with business owners / managers with commercial tenancies on Inkerman Street



### COMMUNITY REACH AND PARTICIPATION

- 5.3 The total reach is estimated at over 22,000 people, specifically social media insight statistics.
- 5.4 Council received 1,579 HYS survey responses (online or hard copy).
- 5.5 The majority of the survey participants were residents of the surrounding area, with 1,048 identifying that they live on Inkerman Street or surrounding streets.
- 5.6 Where respondents identified their suburb, the top three suburbs represented were St. Kilda East (511), Balaclava (364) and St. Kilda (350), making up 77.6% of all respondents. The project area is contained wholly within these three suburbs.
- 5.7 In addition to the Have You Say Survey feedback:
- 81 community members attended community pop-up sessions, seeking information, clarifications and providing feedback on the project.
  - 61 individuals provided feedback through emails, either directly to the project team or through emails forwarded by Councillors (32 of these community members also participated in the HYS survey).
  - 27 project enquiries were lodged during the engagement period.
  - Council also received a 'bulk email-submission' from an individual, accompanied by an executed Statutory Declaration. The Statutory Declaration stated that the individual had legal authority to represent and provide a project response on behalf of the individuals listed in the document. A review of the submission identified 55 unique individual responses. The bulk submission is included in the engagement report and overall project response numbers.

### OVERVIEW OF BUSINESS SPECIFIC FEEDBACK

- 5.8 Council records indicate 43 businesses with a commercial tenancy are located along Inkerman Street between St Kilda Road and Hotham Street. Council received 42 individual HYS survey responses where the respondent identified themselves as running a business on Inkerman Street.
- 5.9 HYS survey responses from businesses showed a clear preference for Option B over Option A. Results were as follows; 9 (21.4%) selected a preference for Option A, 26 (61.9%) selected a preference for Option B and 7 (16.7%) preferred neither design option.
- 5.10 The primary concern received through the survey related to parking reduction, particularly in relation to Option A. Open text commentary focused on reduced access to parking for customers, challenges for deliveries and potential negative impacts on businesses.
- 5.11 Several businesses identified that disabled access was critical to their business while others stated that they provide a specialist service to parts of the community, and that some customers need to drive to Inkerman Street as they do not have alternate options.
- 5.12 In January 2024, officers contacted all businesses that operate commercial tenancies along Inkerman Street by email and telephone. Where responses or call backs were not received, where possible, officers attended the premises in person to organise a time to meet. The meetings were to better understand how businesses and their



customers utilise existing street parking and how any adverse impacts of the project could be ameliorated.

5.13 Officers interviewed 36 businesses. The key findings from the interviews are summarised below and are being considered as part of the design response being prepared for Council. Businesses were concerned about the loss of parking, some businesses raised changes to parking restrictions that would increase availability for customers. Specifically:

- Eight of the businesses interviewed proposed changes to their current parking restrictions including wanting a range of time limits, aligned with business needs. While requirements proposed varied, there is generally a preference for shorter periods between 15 minutes to 1 hour.
- Businesses that trade on weekends identified a preference for some weekend restrictions during hours of trade.
- Four businesses identified use of skip-bins for waste with private collection.
- Most deliveries are undertaken using small vans, these often use side streets for un-loading.
- Some businesses would like to see DDA bays for customers.
- Some businesses identified that they had many elderly or vulnerable customers and that parking near their business was critical.
- Some businesses identified a preference for the pedestrian crossing to be relocated to Nelson Street.
- Most businesses commented that parking reduction would have an adverse impact on their business.

#### COMMUNITY ENGAGEMENT - KEY FINDINGS

5.14 A summary of the key findings from the Engagement Summary Report (Attachment 1) are outlined below.

5.15 The data includes responses received during the engagement period including, HYS, pop-up surveys, project emails (excluding those who provided a HYS response) and the bulk email-submission.

Overall Responses		
Design Option	Total No.	Total %
Option A	772	44.3%
Option B	739	42.4%
Other / neither	231	13.3%
Total	1,742	100%

*Note: the bulk email-submission (55 people) identified Neither Option or Option B on behalf of the represented parties. The submission also noted a preference for several changes for inclusion that are also included in Option B such as removal of the median, inclusion of 2x pedestrian crossings and increased parking bay widths. The submission has been included as 'Other/Neither' in the above table.*



- 5.16 Survey participants living on Inkerman Street and the surrounding streets who provided feedback through HYS responded as follows:

HYS Survey Respondents that live on Inkerman or surrounding streets		
Design Option	Total No.	Total %
Option A	442	42.2%
Option B	506	48.3%
Other /neither	100	9.5%
Total	<b>1,048</b>	<b>100%</b>

- 5.17 The project area is contained wholly within St Kilda East, Balaclava and St Kilda. The majority of HYS survey respondents, 1,226 of the 1,579, were from these three suburbs equating to 77.6% of HYS respondents (or 70% of all respondents).

HYS and Pop-up Surveys Respondents from suburbs that the project is wholly within.		
Design Option	Total No.	Total %
Option A	531	43%
Option B	577	47%
Other / neither	118	10%
Total	<b>1,226</b>	<b>100%</b>

- 5.18 Businesses on Inkerman Street that provided feedback through HYS responded as follows:

HYS Survey Respondents that run a business on Inkerman Street		
Design Option	Total No.	Total %
Option A	9	21.4%
Option B	26	61.9%
Other / neither	7	16.7%
Total	<b>42</b>	<b>100%</b>

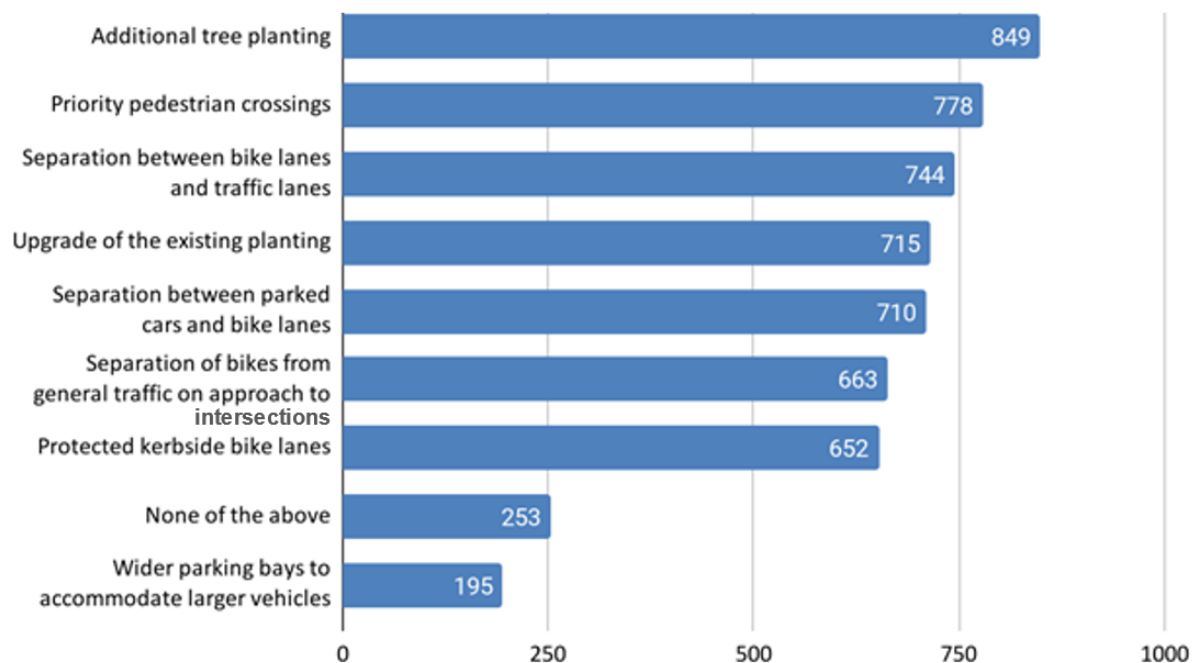
- 5.19 Prioritising project outcomes was an optional question in the HYS survey (90.7% of respondents completed this question). Irrespective of the design option selected, participants that responded to this question listed the following two options in their 'top-three' priorities:

- Providing increased safety for all road users
- Providing safer more inclusive crossings

- 5.20 Respondents who selected Option A as their preferred design option, on average, listed their highest priority as providing safer riding options. These respondents listed maintaining on-street parking as the lowest priority.



- 5.21 Respondents who selected Option B or neither option as their preferred design option, on average, listed their highest priority as maintaining on-street parking.
- Option B respondents listed lowering local transport emissions as the lowest priority along with reducing traffic congestion by providing active transport options.
- Respondents that selected neither design option, listed lowering local transport emissions as the lowest priority with along with providing safer riding options.
- 5.22 When asked ‘*What changes or additions would you like to see on Inkerman Street?*’ participants were able to select multiple responses. The most selected options were as follows:



- 5.23 Participants who lived on Inkerman Street and participants who lived on or one of the surrounding streets selected ‘Additional tree planting’ as the change they would most like to see on Inkerman Street.
- 5.24 Survey responses from the following participant groups selected Option A as their preferred design option:
- Those who travel through Inkerman Street
  - Those who visit shops, leisure or services on Inkerman Street
  - Those who travel along Inkerman Street to access public transport.
- 5.25 Survey responses from the following participant groups selected Option B as their preferred design option:
- Those who lived on Inkerman Street
  - Those who run a business on Inkerman Street
  - Those who work on Inkerman Street.

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- 5.26 Younger survey participants (aged under 35) were more likely to select Option A. Older survey participants (aged over 50) were more likely to select Option B. Those between 35-49 were evenly split.

### KEY THEMES / DESIGN CONSIDERATIONS

- 5.27 Some key themes and commentary have been identified from the 1,579 HYS survey responses, pop-up sessions and 61 project emails.
- 5.28 There was a total of 396 free text survey comments by respondents that selected Option A and 366 free text survey comments by those that selected Option B and 142 comments from those who selected neither option.

Key themes from the text survey comments relating to the proposed project and design options are listed below:

Key Themes	Option A Mentions	Option B Mentions	Other / neither
1) Support for safety improvements including a protected bike lane	772	n/a	n/a
2) Support for safety improvements including a buffered on-road bike lane	n/a	739	n/a
3) Support for other or neither of the design options presented <i>Note: the bulk email-submission identified Neither Option <u>or</u> Option B on behalf of the 55 represented parties - these included as 'other/neither' in this table.</i>	n/a	n/a	231
4) Concerns related to reduced parking / need for parking solutions <i>Option A – need for parking solutions / management</i> <i>Option B / neither – concerns related to loss of parking as well as impacts of traffic and safety</i>  <i>Comments included concerns related to flow on impacts to surrounding streets resulting from reduced parking on Inkerman Street.</i>	16	243	83
5) Comments in support for increased rider safety <i>Option A - support for a physically separated bike lane</i> <i>Option B – general comments supporting better bike lanes</i>	141	8	n/a
6) Support for enhancing greening and improved amenity	94	18	n/a
7) Comments that there is no need for change	n/a	n/a	106
8) Comments in relation to pedestrian safety	25	27	5
9) Support for other amenity enhancements	29	36	n/a
10) Comments in relation to reduced speed limit	8	18	3

Note: Comments received at the pop-up sessions generally aligned with the key themes received through HYS and emailed correspondences.



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5.29 There are several other comments or design change suggestions raised through the engagement period.

Design change suggestions
a) Relocation of the proposed zebra crossing proposed between Young Street and Blenheim Street to between Raglan Street and Nelson Road.
b) Consider changing the pedestrian crossing near Aldi (adjacent to Marriott Street) to a pedestrian operated signal.
c) Consider changes to existing parking restrictions: <ul style="list-style-type: none"> <li>• Short-Term Parking Restrictions between Malakoff Street and Leslie Street</li> <li>• Changes to restrictions to support business needs</li> <li>• Changes to clear-way restrictions</li> <li>• Inclusion of dedicated DDA bays on both sides of Inkerman Street</li> </ul>
d) Suggestion to modify signal phasing at Chapel Street and Inkerman Street to provide a dedicated right turn phase for north bound vehicles.
e) Suggestion to select low-maintenance plant species for any garden beds.
<i>Note: Other suggestions were received that relate to items that were included in the designs, were out of scope and / or have either have already been investigated or are not viable from a technical perspective.</i>

## 6. LEGAL AND RISK IMPLICATIONS

- 6.1 Council has an obligation to mitigate high-risk environments that impact the local community, particularly where the asset is owned and managed by Council, as is the case with Inkerman Street. Given the corridor's crash history, addressing safety risks helps Council discharge its liability.
- 6.2 Council retains the necessary powers under legislation including the Road Management Act 2004 and Local Government Act 2021.
- 6.3 Council requires Department of Transport and Planning approval for works that are major traffic control items. The following safety treatments proposed in both project options are considered major traffic control items: speed limit reduction, modification to signals, installation of pedestrian zebra crossings with flashing lights and modifications to clearway signage. Whilst officers have received in principal support for the project, formal approval will be sought as part the next phase of the project.
- 6.4 The project will require Council to work with the utility companies where their assets need to be relocated. Permits from utility companies will be sought as part of the detailed design process.

## 7. FINANCIAL IMPACT

- 7.1 The Inkerman Safe Travel Corridor has funding allocated in the Council Budget.

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- 7.2 Inkerman Street's road-surface is in average/poor condition and requires re-sheeting (including line-marking). The re-sheeting works are part of Council's Asset Renewal Program and budget. Combining required works can result in cost savings for Council.
- 7.3 Given the crash history, Council would seek funding through the Federal Blackspot Program and the Transport Accident Commission's Safe Local Roads and Streets Program to reduce budgetary impact on Council.

### 8. ENVIRONMENTAL IMPACT

- 8.1 There is no environmental impact from the release of this report.

### 9. COMMUNITY IMPACT

- 9.1 The release of this report and attachments provides the community an opportunity to understand the differing community perspectives / sentiment related to the project.

### 10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 The Inkerman Safety Improvement Project aligns to Strategic Direction 2 of the adopted Council Plan 2021-31:

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

### 11. IMPLEMENTATION STRATEGY

#### 11.1 TIMELINE

- 11.1.1 A report will be tabled at a future meeting with a recommendation on how to proceed with the project. Any recommended changes to the design, in response to the community feedback, will form part of that report.

#### 11.2 COMMUNICATION

- 11.2.1 The Engagement Summary will be uploaded onto the project page following the Council meeting.
- 11.2.2 Following the Council meeting, community members who requested to be kept informed about the project either through Have Your Say or through the project page will be emailed a project update and the timing of the future Council meeting once a date has been set.

### 12. OFFICER MATERIAL OR GENERAL INTEREST

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

### ATTACHMENTS

1. Inkerman Street Engagement Summary Report  [Download](#)
2. Inkerman St HYS Survey Response Overview  [Download](#)



# Improving Road Safety on Inkerman Street

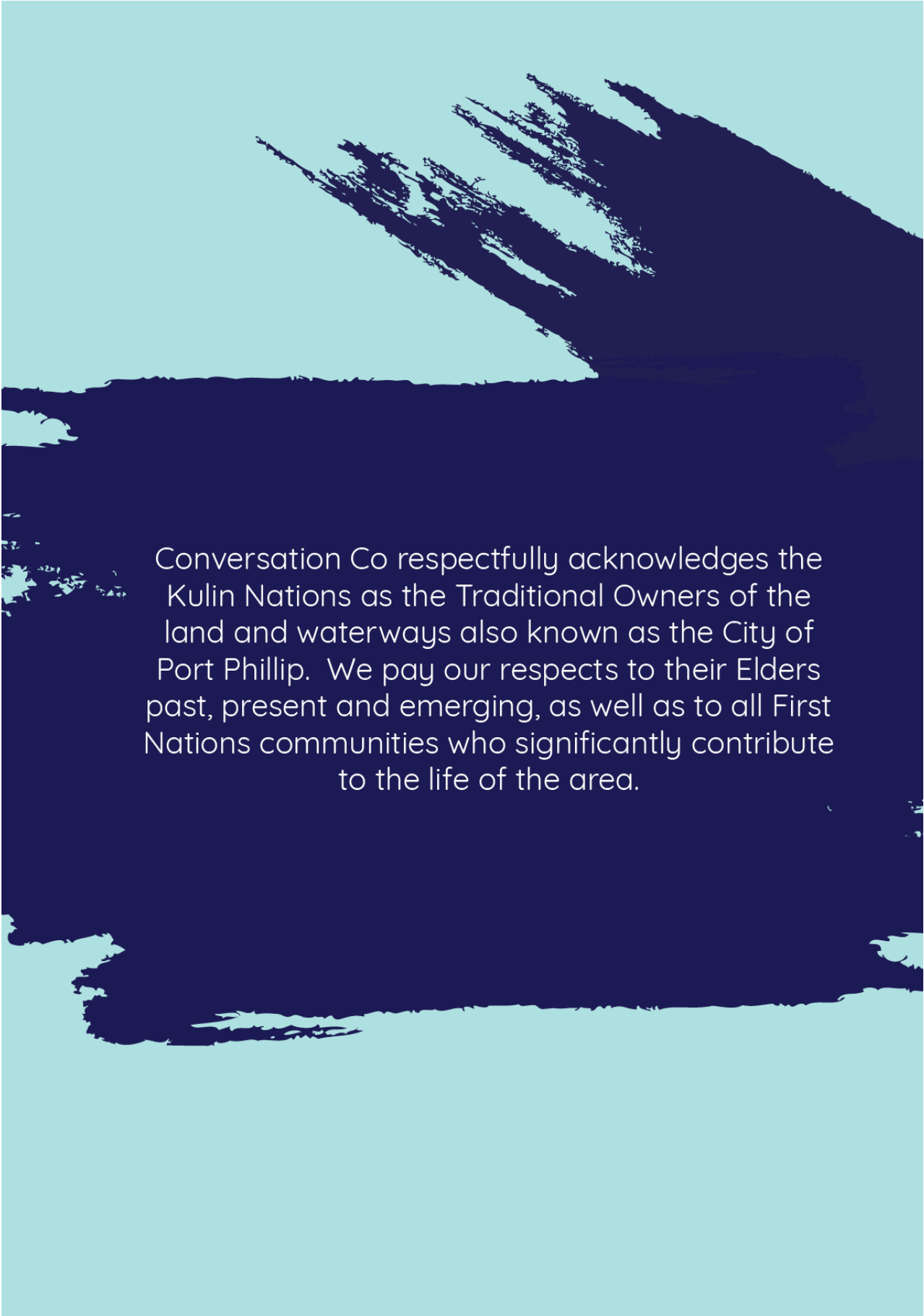
City of Port Phillip

Engagement Summary Report  
January 2024



Prepared by

*Conversation Co.*



Conversation Co respectfully acknowledges the Kulin Nations as the Traditional Owners of the land and waterways also known as the City of Port Phillip. We pay our respects to their Elders past, present and emerging, as well as to all First Nations communities who significantly contribute to the life of the area.

# 1. Executive Summary

## Project overview

Council's *Move Connect Live: Integrated Transport Strategy 2018-28* identifies Inkerman Street as a priority for a protected bike lane from St Kilda Road to Hotham Street.

Inkerman Street has had a high number of recorded crashes, compared to other City of Port Phillip-managed roads.

The City of Port Phillip has developed concept designs to provide better active transport options and improve safety on Inkerman Street between St Kilda Road and Hotham Street.

Four design options were provided to Council at the 18 October 2023 Council Meeting. At this meeting, Councillors unanimously resolved to take two design options out to community engagement:

- Design Option A: Safety Improvements including kerbside protected bike lanes.
- Design Option B: Safety Improvements including on-road buffered bike lanes.

Figure 1 summarises the key benefits of each option as described by Council.

Option A provides physically protected kerbside bike lanes, with parking on the southern side of the street. It provides the safest outcome for all road users, and a net gain of 26 in-road trees. This option involves the removal of 116 parking spaces, resulting in a supply of 64 on-street parking spaces on Inkerman Street, and a total supply of 517 spaces including side streets within a 100m catchment (approx. 2 min walk).

Option B provides painted buffered bike lanes located between parking and traffic lanes, with parking on both sides of the street. It provides the second safest outcome for all road users, and a net gain of 3 in-road trees. This option involves the removal of 20 parking spaces, resulting in a supply of 160 on-street parking spaces on Inkerman Street, and a total supply of 613 spaces including side-streets within a 100m catchment (approx. 2 min walk).

Included in the scope of both design options are:

- Three dedicated pedestrian crossings with flashing lights
- Kerb outstands at intersections where crashes have occurred
- Signalised 'early start' for pedestrians and bike riders at intersections
- Green bike lane treatments at intersections and conflict points
- Planting of in-road trees
- Introduction of a speed limit of 40km/h
- Widened parking bays to accommodate SUVs and larger vehicles

Figure 1: Impact on safety, parking and greening of each design



#### Engagement methodology

A mixed methods approach was used, with five community pop-up conversations scheduled across the City of Port Phillip, an online survey held on the *Have Your Say* project page, and hard copy surveys in English and Russian language made available at community conversations.

Engagement on this project was originally open for community and stakeholder feedback between 19 October and 23 November 2023. In response to feedback from the community and in recognition of a postcard distribution delay, the end date was subsequently extended mid-engagement period to 7 December 2023 – see *Section 3.3 Barriers to participation* for further detail.

#### Promotion of the project

Opportunities for engagement in the project were promoted via; a mailout of 7,800 postcards within a 400 metre radius of the project area; installation of 17 corflute signs along Inkerman Street and surrounds with QR codes to the *Have Your Say* project page; calls, visits and emails to 42 traders and businesses on Inkerman St between St Kilda Road and Hotham Street as well as 5 childcare centres and schools located in surrounding streets ; direct emails from the project team to key stakeholder groups; articles in Council’s monthly newsletter *Diversity* October and November issues and the *Have Your Say* monthly newsletter October and November issues; and promotion through Facebook and Instagram posts and reels.

We are aware that a range of flyers and posters about the project were also circulated or displayed to residents near the study area, created by other community and interest groups.

#### Participation and project reach

The total reach of the project is estimated at over 22,000 people, with 1,579 participants providing feedback during the project via online or hard copy surveys, 81 participants attending community pop-up conversations, and a further 82 individuals providing feedback through emails. Additionally, 27 project enquiries were lodged during the engagement period.

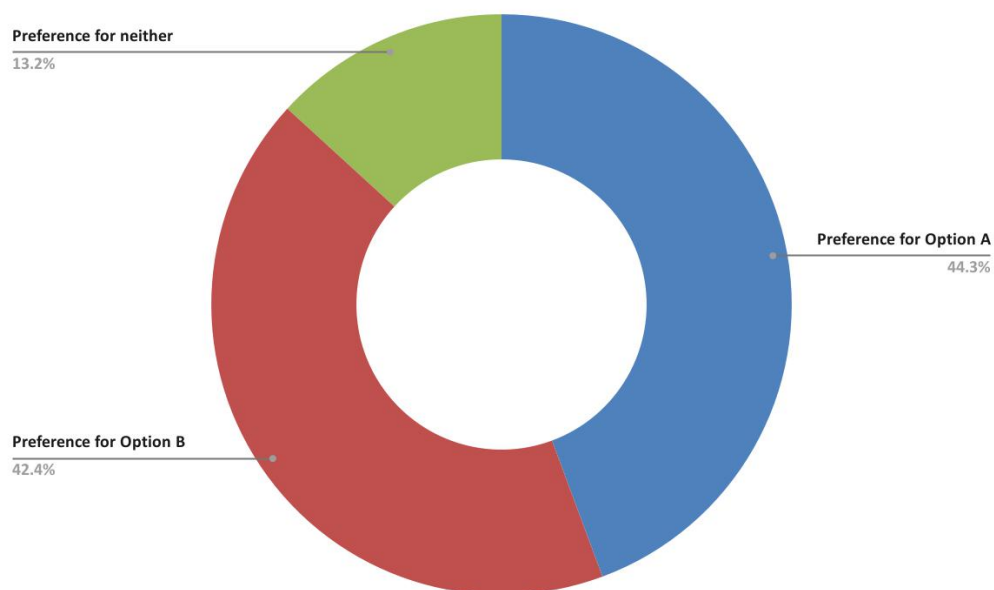
Of the participants who provided feedback via the survey or community pop-up conversations, 746 (45.1%) identified as female, 810 (49%) identified as male and 19 (1.2%) identified as non-binary. A further 3 participants (0.2%) used another term (human, he/they, gay) and 78 (4.7%) preferred not to say their gender.

### Key findings

Participants were asked to select their preference of the two design options, select the priorities or additions they would like to see on Inkerman Street from a range of options, rank a list of priorities for Inkerman Street, and indicate whether, if their preferred design option was to go ahead, their travel behaviour would change. After feedback from the community, selecting a preference of the two design options was changed on 9 November from a mandatory to a non-mandatory question on the survey.

Across all engagement activities including bulk email submissions, a total of 772 (44.3%) participants selected support for Option A. A total of 739 (42.4%) selected Option B and a further 231 (13.3%) of participants indicated that they did not support either design option. A total of 18 (1.0%) of those participants explicitly indicated a preference for neither option A or B in the survey prior to 9 November when this question was mandatory – these data are reflected and explored in more detail in Section 5.1. Figures 2 and 3 and Table 1 show the breakdown of support across the options across all engagement methods.

**Figure 2: Preference for design options across engagement methods**



Data sources: Survey, pop-ups, emails.

**Table 1. Participants' preference for Design Options by engagement activity**

Design Option	Survey	Community pop-ups	Emailed feedback + Bulk Email-submission	Total
Preference for Option A	718	49	5 + 0 (excluding duplicate responses)	772
Preference for Option B	708	29	2 + 0 (excluding duplicate responses)	739
Preference for neither design option*	153	3	20 + 55 (excluding duplicate responses)	231
<b>TOTAL participants</b>	<b>1,579</b>	<b>81</b>	<b>82</b>	<b>1,742</b>

Data sources: Survey, pop-ups, emails.

*For emailed feedback:*

*In cases where a participant submitted a survey response and also sent email feedback, feedback received via email about a preference for design option has been considered a duplicate response.*

*In cases where a participant has provided more than one email selecting a preference for a design option, subsequent emails have been considered as duplicate responses.*

*\*A number of these responses, including the bulk email submission received, identified some or specific changes they would like to see on Inkerman Street.*

#### **Priorities for Inkerman Street**

Participants were asked to provide some further information about why they chose a design option, by ranking from a list of priorities. When asked 'Tell us which of these priorities were most important to least important to you in making your choice', the highest ranking were 'Increasing safety for all road users' (average ranking of 2.8) followed by, 'Providing safer and more inclusive crossing options for pedestrians' (average ranking of 3.1) and 'Providing safer riding options' (average ranking of 3.3). Participants who had selected a preference for Option A were more likely to rank 'Providing safer riding options' as their top priority, while participants who had selected a preference for Option B were more likely to rank 'Maintaining on-street parking' as their top priority.

#### **Additions to Inkerman Street**

When asked 'What changes or additions would you like to see on Inkerman Street?' with a list of options to choose from, the most selected options were; 'Additional planting' (n=849), followed by 'Priority pedestrian crossings' (n=779). Participants who had selected a preference for Option A were more likely to select 'Separation between bike and traffic lanes' (n=623), and participants who had selected a preference for Option B were more likely to 'Priority pedestrian crossings' (n=253).

#### **Travel and parking behaviour along Inkerman Street**

Participants were asked how they currently travel along Inkerman Street, with participants most likely to travel by driving a car or truck (36.6%, n=1254), followed by walking or running (32.5%, n=1113) and

riding a bike (21.2%, n=740). When asked, *‘Do you currently park on Inkerman Street or the surrounding streets?’*, 43% (n=833) of participants said they park on surrounding streets within a 5-minute walk, 34.2% (n=663) said they park on Inkerman Street, and 22.8% (n=442) said this did not apply to them.

#### **Anticipated changes to travel behaviour**

Participants were asked to consider if they anticipated changes to their travel behaviour in future, if their preferred design option was to go ahead. 35.1% of participants (n=965) said they would feel safer walking, riding or driving than they do now, followed by 23.8% (n=654) who said they would be more likely to ride a bike or scooter. Participants who selected Option A as their preferred design were more likely to feel safer walking, riding or driving (37%, n=635), as were those who selected Option B as their preferred design (35.4%, n=316)

### **Findings by cohort**

#### **Findings by connection to Inkerman Street**

Participants who lived on Inkerman Street more commonly selected a preference for Option B (55.1%, n=114), as were participants who said they run a business on Inkerman Street (61.9%, n=26), live in the surrounding streets (46.6%, n=392), and participants who work on Inkerman Street (46%, n=29).

Contrasting this, were the following participant groups who more commonly selected a preference for Option A – those who said they travel through Inkerman Street (51.9%, n=532), those who visit shops, leisure or services on Inkerman Street (47.7%, n=473), those who visit friends or family on or near Inkerman Street (43.7%, n=241), and those who travel along Inkerman Street to access public transport (54.8%, n=253).

#### **Findings by travel and parking behaviour along Inkerman Street**

Participants who currently travel along Inkerman Street by walking, riding a bike or riding an e-scooter, taking a bus, community bus or car share were more likely to select a preference for Option A (walking/running 46.9% n=522; riding a bike 69.1% n=511; riding an e-scooter 73.9% n=51; taking a bus 76.9% n=40; taking a community bus 54.5%, n=6; car share 49.2% n=59), whereas participants who currently travel along Inkerman Street by motorbike, car or truck were more likely to select a preference for Option B (motorbike 51% n=25; driving a car or truck 52.1% n=653), as well as participants who said they take another mode of transport other than the ones listed (39.1%, n=9). . Participants who park on Inkerman Street and participants who park on the surrounding streets within a 5-minute walk were more likely to select a preference for Option B (60%, n=397; 51% n=424). Contrastingly, those who said neither parking statement applied to them were more likely to select a preference for Option A (78.3%, n=112).

#### **Findings by anticipated changes to travel behaviour**

Participants were asked to select a range of statements about anticipated changes to travel behaviour if participants’ preferred design option was to go ahead. Participants who said they would be more likely to ride a bike or scooter than they do now were more likely to select a preference for Option A (86.5%, n=566). Participants who said they would be more likely to walk were also more likely to select Option A (78%, n=348), as were those who selected ‘I would be more likely to catch public transport than I do now’ (82%, n=137), and those who selected ‘I would feel safer riding, walking and driving than I do now’ (65.8%, n=635). In contrast, participants who selected ‘I would be more likely to drive than I do now’



were more likely to select Option B (72.8%, n=67), as were those who did not think any of the statements in this question applied to them (70.4%, n=298).

#### **Findings by gender**

##### **percentage of women altogether who voted for each option?**

Of the 746 participants who identified as female (woman or girl) 360 (48.3%) selected Option B as their preferred design, followed by 303 (40.6%) who selected Option A with 83 (11.1%) preferring not to select either design option. Of the 810 participants who identified as male (man or boy), 430 (53.1%) selected Option A as their preferred design, 324 (40%) selected Option B and 56 (6.9%) preferred neither design option. Of the 19 non-binary participants, eleven (57.9%) selected Option A and seven participants selected option B (36.7%). Of the three participants who use a different term, Option A, Option B, and preference for neither design option had one selection each.

#### **Findings by age**

Younger participants were more likely to prefer Option A, whilst older participants were more likely to prefer Option B. Participants were more likely to select a preference for Option A if they said they were in the 15-17 (80%, n=4), 18-24 (69.8%, n=37), 25-34 (58.9%, n=195) and 35-49 (50.1%, n=293) age brackets, compared to those being more likely to select a preference for Option B if they were in the 50-59 (47.3%, n=148), 60-69 (52.7%, n=118), 70-84 (54.3%, n=63) or 85+ (50%, n=4) age brackets.

#### **Findings by residential suburb**

Participants from these suburbs were more likely to select Option A - Elwood (69%, n=40), Melbourne (77.3%, n=17), Port Melbourne (63.2%, n=12), Ripponlea (66.6%, n=12), South Melbourne (69.2%, n=9), Southbank (75%, n=3), St. Kilda (54%, n=189), St. Kilda West (50%, n=9), Windsor (76.9%, n=10), or if participants lived outside the City of Port Phillip (52%, n=78). Whereas participants from the following suburbs were more likely to select Option B - Albert Park (72%, n=18), Balaclava (47.3%, n=172), Middle Park (72.7%, n=11) or St. Kilda East (52.3%, n=267). Participants who preferred not to say their suburb of residence had an equal level of support (44.6%, n=33) for Option A and Option B.

#### **Findings by participants with disability**

111 participants identified as a person with disability. Of those, 42.3% (n=47) selected Option A as their preferred design option. 46.8% percent (n=52) selected Option B as their preferred design option, while 10.8% (n=12) did not select either design option. The overall preference for Option B in this cohort reflects concerns with parking and accessibility.

#### **Findings from those who run businesses on Inkerman Street**

Out of 42 businesses on Inkerman Street, 32 were visited on Monday 23 October. A flyer was distributed during these visits, with a corresponding email provided to the remaining businesses that were not open. Of the 42 participants who said they ran a business on Inkerman Street, 9 (21.4%) selected a preference for Option A, 26 (61.9%) selected a preference for Option B and 7 (16.6%) preferred neither design option.

#### **Frequent themes in support for Design Option A**

The main themes that arose in feedback from participants with a preference for Option A included: the need for a separated bike lane with a barrier to protect users and encourage safe active transport



(n=141), the sentiment that this design would promote a safer, healthier and holistic approach to urban design, use and neighbourhood character (n=94) and the sentiment that new development and urban planning in the area should prioritise active transport (n=80).

Participants in this cohort frequently supported greening and beautification of the area, such as: providing planting and canopy, landscaping to improve the amenity and atmosphere and liveability (n=53), suggested improvements like increased pedestrian crossings, networks and safety (n=25), and other general infrastructure, management or maintenance to promote safety (n=29) in the area. Participants also shared that the proposed design could provide important linkages for active transport networks (n=29), shared concerns about reduced car parking (n=16) or shared concerns for the proposed widening of car parking spaces (n=9).

#### **Frequent themes in support for Design Option B**

The most common theme that arose in feedback from participants who supported Option B included concerns about a reduction of car parking spaces (n=243) and the perceived subsequent impacts of this on the safety and convenience of residents, particularly the aged and disability communities, families with small children and small businesses in the area. The next most commonly raised themes were suggestions for general infrastructure improvements to the area (n=36), participants who shared their opposition to the project in general (n=27) and participants who shared concerns for pedestrian safety (n=27).

Participants in this cohort wanted to strike a convenient balance between all user groups without as much compromise to parking and motor traffic, making suggestions to alter design Option B to accommodate both motor traffic and a bike lane (n=23). There was also a total of 25 mentions of the engagement and design process among this cohort sharing the sentiment they felt the process was unfair and making suggestions for improvement.

#### **Frequent themes of those who did not support either design option**

Among this cohort, the majority felt that the street should not be intervened with and left as it is (n=107). Participants who did not support either design option felt the proposed design options were not a good investment, could contribute to safety issues, reduce amenity and negatively impact local residents and businesses. The second most common theme among respondents was a concern about the loss of parking on Inkerman Street (n=84) that would come from either of the proposed design options with many stating the current level of parking was limited (n=113). These participants highlighted their concerns for local businesses, the aged and disability communities and for families with small children. Some participants in this cohort also shared feedback on the engagement process, stating they felt the engagement and design process to be unfair (n=24).

#### **Emails to project team and Councillors**

Although the majority of feedback on this engagement project was collected through the Have Your Say project page via the survey or community pop-up conversations, further feedback was received in the form of emails to the project team or Councillors. In total, 114 emails received by Council's Major Transport Projects team during engagement. Included in this figure is 27 general project enquiries, in addition to emails providing feedback. A proportion of these emails have been excluded from subsequent analysis and reporting in order to avoid duplication, as respondents had already provided

feedback via other channels. Of the 114 emails received, 70 were submitted directly to the Major Transport Projects team, and the remaining 44 were directed to and subsequently forwarded on from Councillors. All correspondence directed to Councillors which was forwarded onto the project team has been captured.

#### **Limitations of data**

Limitations to the data collected in this engagement included:

- Duplication in data reporting. In some cases, community members provided feedback via a range of channels. While cross-checking was completed where possible, it is possible that there is some duplication of responses – for instance where somebody has provided feedback that was captured at a drop-in session, and again repeated this sentiment in a survey submission.
- Community engagement uses the process of ‘open consultation’ - meaning anyone who is affected by or interested in the topic can participate. Efforts are made to identify and seek out interested or affected stakeholders according to their likely interest in a project. This report summarises community engagement findings from those who responded to the project, and findings are not necessarily reflective of the City of Port Phillip population by demographics.
- Survey and community pop-up participants were asked to provide some demographic information. Survey participants were also asked to describe their connection to Inkerman Street as well as their current travel and parking behaviour, and anticipated changes to travel behaviour. This information has not been gathered from participants providing their feedback via email presenting limitations to analysis.
- A mandatory requirement to select a preference for Design Option A or Design Option B was removed from the survey on 9 November, in response to community feedback. Analysis of this question has taken this change into account in our report. See *Section 5.8 Limitations of data* for more detail.

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## 2. Introduction

The City of Port Phillip seeks to understand the community's aspirations and priorities in relation to Council's proposed design upgrade options for Inkerman Street. The project seeks to address safety on Inkerman Street as well as provide safer active transport connections, and. It is also a potential opportunity for greening of the identified part of the street.

### 2.1 Project Background

The City of Port Phillip has developed concept designs to improve safety on Inkerman Street between St Kilda Road and Hotham Street. Inkerman Street has had a high number of crashes, compared to other City of Port Phillip-managed roads, with 31 recorded crashes between St Kilda Road and Hotham Street in the 5-year period ending June 2022., 14 of which resulted in a serious injury.

A 'recorded crash' is a crash that has been attended by emergency services, or a Transport Accident Commission (TAC) claim has been made, with a formal police report submitted. Minor crashes are not recorded. A 'serious injury' is where at least one person is sent to hospital at the time of the crash or suffers a long-term reported impairment that is reported retrospectively (e.g. TAC claim).

For these reasons, Council's *Move Connect Live: Integrated Transport Strategy 2018-28* identifies Inkerman Street as a priority for a protected bike lane from St Kilda Road to Hotham Street.

During engagement for the Integrated Transport Strategy in 2018, 'Walking and bike riding improvements' were rated as the community's top transport priority. Council's recent *Sustainability Survey* reinforced these findings, with respondents overwhelmingly identifying safer cycling infrastructure as the key factor that would encourage them to ride a bike more often.

The road surface of Inkerman Street between St Kilda Road and Westbury Street is in average to poor condition and is scheduled for re-sheeting, which provides an opportunity to address existing safety concerns in this area while also conducting maintenance. Each design option aims to address the street's crash history and improve safety for all road users – including people driving, motorcycling, riding bikes and scooters, and walking.

Four design options were provided to Council at the 18 October 2023 Council Meeting. At this meeting, Councillors unanimously resolved to take two design options out to community engagement:

- Design Option A: Kerbside protected bike lanes.
- Design Option B: On-road buffered bike lanes.

Option A provides physically protected kerbside bike lanes, with parking on the southern side of the street. It provides the safest outcome for all road users, and a net gain of 26 in-road trees. This option involves the removal of 116 parking spaces, resulting in a supply of 64 on-street parking spaces on Inkerman Street, and a total supply of 517 spaces including side streets within a 100m catchment (approx. 2 min walk).

Option B provides painted buffered bike lanes located between parking and traffic lanes, with parking on both sides of the street. It provides the second safest outcome for all road users, and a net gain of 3 in-road trees. This option involves the removal of 20 parking spaces, resulting in a supply of 160 on-street parking spaces on Inkerman Street, and a total supply of 613 spaces including side-streets within a 100m catchment (approx. 2 min walk).

Included in the scope of both design options are:

- Three dedicated pedestrian crossings with flashing lights.
- Kerb outstands at intersections where crashes have occurred.
- Signalised 'early start' for pedestrians and bike riders at intersections.
- Green bike lane treatments at intersections and conflict points.
- Introduction of a speed limit of 40km/h.
- Widened parking bays to accommodate SUVs and larger vehicles.

## 2.2 Engagement Purpose and Scope

This engagement project was open for community and stakeholder contribution for seven weeks between 19 October and 7 December 2023.

The engagement purpose was to seek community feedback on two design options for Inkerman Street, that:

- deliver safety improvements for all road users (pedestrians, riders and drivers) along Inkerman Street between St Kilda Road and Hotham Street
- help to reduce crashes for all road users especially pedestrians and riders
- seek to improve the experience, accessibility and safety for people walking
- seek to improve the look and feel of the street
- incorporate measures on Inkerman Street to reduce impacts on parking.

# 3. Engagement Methodology

## 3.1 Engagement Planning

Conversation Co. and City of Port Phillip (CoPP) were responsible for the planning and delivery of the engagement program. A mixed-method community engagement program consisting of online methods (survey) and face-to-face activities (community pop-up conversations and to affected businesses) was used to reach participants from a range of different levels of interest in the project. The engagement activities were based on the IAP2 Public Participation Spectrum levels of '*Inform*' and '*Consult*' [\[7\]](#)

### Online and hard copy survey

An online survey was hosted on Council's Have Your Say project page. To provide a fair process, participants completing the online survey were asked to register to the site with a username and email address prior to completing the survey, thereby ensuring each person completed no more than one survey response.

Hard copy paper-based surveys were made available in English and Russian at community pop-up conversations, St Kilda Town Hall and by request.

**Community pop-up conversations**

A series of five place-based community pop-up conversations were held, where feedback was invited from the community. Participants could read a series of information posters, approach a technical expert with questions, register their preference for design option on a voting card (where demographics were also collected), or participate in two dotmocracy activities, which asked:

- What changes or additions would you like to see on Inkerman Street?
- Tell us your top three priorities for Inkerman Street.

**Face-to-face trader engagement**

Local businesses received drop-ins from the project team at the beginning of the engagement period to increase awareness of the project and to talk through the design options. A flyer was delivered during this visit to direct traders to the Have Your Say project page with further contact details as necessary. Businesses that were not open at the time received an email advising them of the project.

Further information about these engagement activities is listed below in Table 2.

**Table 2. Engagement activities**

Activity	Rationale	Stakeholders	Dates-Locations
Project page hosted on City of Port Phillip Have Your Say website	Provides project information and opportunities for participation. <a href="https://haveyoursay.portphillip.vic.gov.au/help-improve-road-safety-inkerman-street">https://haveyoursay.portphillip.vic.gov.au/help-improve-road-safety-inkerman-street</a>	Residents, traders, business owners, those who travel along Inkerman Street, other businesses, local community groups.	19 October - 7 December 2023
Online and hard copy surveys	Provides an opportunity for participants to provide information at their convenience, without having to attend face-to-face engagement.	Residents, traders, business owners, those who travel along Inkerman Street, other businesses, local community groups	19 October - 7 December 2023
Community-based pop-ups  Four locations of 2 hours duration each	Provides for broader community and businesses (who do not have established relationships with Council) to participate during their day-to-day activities.	Residents, traders, business owners, those who travel along Inkerman Street, other businesses, local community groups	Thursday 9 November 2023 Corner of Chapel St and Inkerman St, Balaclava, 12pm-2pm  Thursday 9 November 2023 Corner of Hotham St and Inkerman St, Balaclava, 3:30pm - 5:30pm

			<p>Saturday 11 November 2023 Corner of Carlisle St and Woodstock St, Balaclava, 10am - 12pm</p> <p>Tuesday 14 November 2023 Corner of St Kilda Rd and Inkerman St, 7am – 9am</p> <p>Tuesday 14 November 2023 Public Housing Tower at 150-152 Inkerman St, 12pm - 2pm</p>
Face-to-face trader engagement	Increases awareness of the project among key stakeholder groups early on in the engagement process, as well as talk through the design options.	Traders at businesses along Inkerman Street	23 October 2023 at businesses along Inkerman Street between St Kilda Road to Hotham Street

### 3.2 Strategies to support participation

The project was promoted to community members using a variety of Council communication channels and tools.

Project information and the available opportunities to participate in the engagement were provided to the community using the following channels:

- Installation of 17 corflute signs along Inkerman Street and surrounds with a QR code to the *Have Your Say* project page
- Postcards about the engagement project, including QR code to Have Your Say project page, distributed to 7,800 local residents and businesses.
- A project page on Council's *Have Your Say* website, hosting the online survey and a range of supplementary information, including:
  - Project timeline
  - Interactive 'before and after' slider graphics with rendered images of both design options
  - Text summary of each design option
  - Downloadable PDF version of the full concept designs
  - Information about recorded crashes on Inkerman Street
  - Downloadable PDF version of the minutes of the 18 October 2023 Council Meeting
  - Downloadable PDF version of the report presented to the 18 October 2023 Council Meeting
  - Downloadable PDF version of the *Move Connect Live: Integrated Transport Strategy 2018-28*

- FAQs about the project
- Downloadable PDF version on the Have Your Say project page
- Contact details for the project team if further information was required.
- Contact details for the Translating and Interpreting Service, and the National Relay Service
- Russian translators in attendance at one of the community pop-up conversations.
- Communication about the project via social media, including:
  - Articles in Council's *Diversity* October and November monthly newsletters
  - Articles in Council's *Have Your Say* October and November monthly newsletters
  - Article in Council's *Bike Riding* October newsletter
  - Posts on the City of Port Phillip's Instagram and Facebook accounts on 23 October 2023
  - Sponsored post on Facebook and Instagram (including stories and reels) running from 24 October to 7 December 2023.
- Visits to local businesses, schools and childcare providers on Inkerman Street and surrounds to promote the opportunity to engage on the project.

### 3.3 Barriers to participation

Efforts were made to make this engagement project as accessible as possible to the community and address any barriers to participation that community members or stakeholders experienced. Below outlines known barriers to participation and ways in which Council sought to address those barriers.

#### Postcard delivery

A total of 7,800 postcards were arranged to be delivered to community members and traders within a 400-metre radius of Inkerman Street. Community members advised Council that they had not received a postcard in their mailbox.

In response to this advice, Council instigated a second delivery cycle, and further to this, extended the engagement period by two weeks to close on 7 December, giving the community a total of seven weeks to provide their feedback.

#### Language, literacy and digital barriers

There may be community members who face barriers to participation due to language, literacy or digital literacy challenges. To address this, the project team provided the option of completing the survey in hardcopy format in English and in Russian. Furthermore, details of the Translating and Interpreting Service and National Relay Service were provided on the Have Your Say page. A Russian interpreter was also in attendance at the pop-up conversations held at the social housing complex at Inkerman Heights. Despite this, there may have still been community members that were unable to participate due to language or literacy barriers.

#### Incorrect location listed

Council included this project in one of its Neighbourhood Conversations, a series of 8 pop-ups held several times a year across the municipality that seeks feedback on a range of live engagement projects. The aim is to reach people who might otherwise not engage with Council where they are likely to be going about their daily lives. There was an error in the location details of this pop up listed on the Inkerman St *Have your Say* Project Page published: Corner of Carlisle St & Hotham St. The



correct location was listed on the Neighbourhood Conversations *Have Your Say* page: Corner of Carlisle and Woodstock Streets, Balaclava. Despite this error, a total of 24 participants attended the session.

### 3.4 Estimated project reach

The overall reach of the project is estimated to be at least 22,000 people. This reach is only an estimation as it may include instances where people have heard about the project via more than one source or heard about the project from non-Council sources in their community. Some of the ways people heard about the project include:

- 75,049 social media impressions (number of times the ad was on a screen) of social media posts about the project
- 22,309 post reach (number of people who saw a social media post at least once)
- 11,266 views of the *Have Your Say* project page, by 6,897 unique visitors
- 7,800 residences or business who received a postcard and/or letter about the project
- 1,579 participants who submitted surveys (1,568 online and 11 hard copy paper surveys – 6 in English and 5 in Russian)
- 1,439 social media post engagements (number of times that people engaged through reactions, shares, views and clicks)
- 2,607 recipients of Council's *Shape Our City* October newsletter, sent on 25 October (1,695 emails opened, 114 clicks)
- 2,901 recipients of Council's *Shape Our City* November newsletter, sent on 30 November (1,903 emails opened, 273 clicks)
- 15,236 recipients of Council's *Diversity* October newsletter (6,603 emails opened)
- 15,277 recipients of Council's *Diversity* November newsletter (6,435 emails opened)
- 644 followers of the *Have Your Say* project page
- 932 recipients of Council's *Bike Riding* October newsletter (409 emails opened)
- An estimated 150 attendees at face-to-face pop-ups – 81 who submitted their preference of design option by filling out a demographic voting card
- 82 feedback emails (including bulk submission) and a further 27 project enquiries received from the community.

We are aware that a range of flyers and posters about the project were also circulated or displayed to residents near the study area, created by groups other than Council.

## 4. Who Participated?

### 4.1 Participation by engagement activity

Table 3 shows a summary of the engagement activities which involved a total of 1,742 participants. It should be noted that participants were able to participate in more than one engagement activity e.g. complete the survey and also attend a community pop-up conversation.

**Table 3. Participation by engagement activity**

Engagement Activity	No.	%
Online survey	1,568	90.01
Hard copy surveys (English and Russian)	11	0.63
Pop-ups at five locations	81	4.65
Email feedback to project team and Councillors	82	4.71
<b>TOTAL participants</b>	<b>1,742</b>	<b>100%</b>

### 4.2 Demographic characteristics

Table 4 shows the demographic characteristics of participants in comparison to 2021 Census data. The age range of participants followed a similar pattern to the age of the population in the City of Port Phillip.

There was a higher percentage of male participants 810 (48.9%) in comparison to female 746 (45.2%) and non-binary participants (1.2%). Gender identity was relevant to perceptions of safety because of the gendered nature of factors like pedestrian safety and the necessity of parking near a participant's destination. Though it was not a mandatory question, 1656 participants indicated their gender identity, allowing for a closer analysis of the potential impacts of these issues.

**Table 4. Demographic characteristics of participants**

Selected characteristics	Total No.	Total %	2021 Census* %
<b>Age Group</b>			
15-17 years	5	0.3	1.9
18-24 years	53	3.2	6.8
25-34 years	331	21.0	22.7

Selected characteristics	Total No.	Total %	2021 Census* %
35-49 years	586	35.4	25.4
50-59 years	313	18.9	13.1
60-69 years	224	13.5	9.5
70-84 years	116	7.0	7.9
85+ years	8	0.5	1.4
Prefer not to say	20	1.2	-
<b>Gender</b>			
Male	811	48.9	48.8
Female	746	45.0	51.2
Non-binary	19	1.1	-
Self-described	3	0.2	-
Prefer not to say	78	4.7	-
<b>Selected Characteristics*</b>			
Person with disability	111	6.2	3.7
Aboriginal and/or Torres Strait Islander background	18	1.0	0.5
Speak a language other than English at home	185	10.3	25
Identify as LGBTQIA+	216	12.0	-
I consider myself financially disadvantaged	81	4.5	-
Prefer not to say	209	11.6	-
None of these apply to me	975	54.3	-

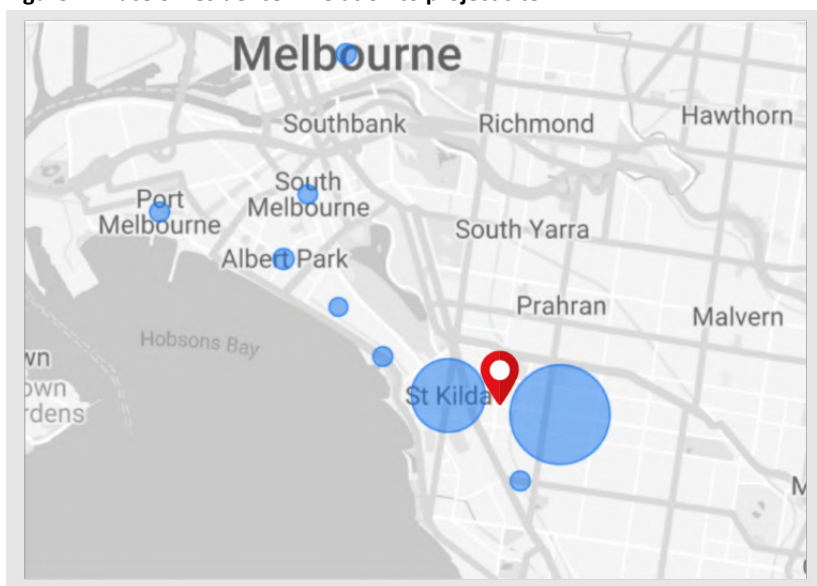
Data sources: Surveys and pop-up data. Not all participants answered demographic questions.

\*Participants could select multiple responses for this question.

### 4.3 Place of residence in relation to project site

The majority of the participants were residents of the surrounding area of the proposed project site. Comparing distribution of residents according to the City of Port Phillip Census data was not done as it was a local project with the face-to-face engagements occurring around Inkerman Street. The most participants were from St. Kilda East (n=512), followed by Balaclava (n=364) and St. Kilda (n=350). Figure 4 is a heat map showing where participants lived in relation to Inkerman Street.

**Figure 4. Place of residence in relation to project site**



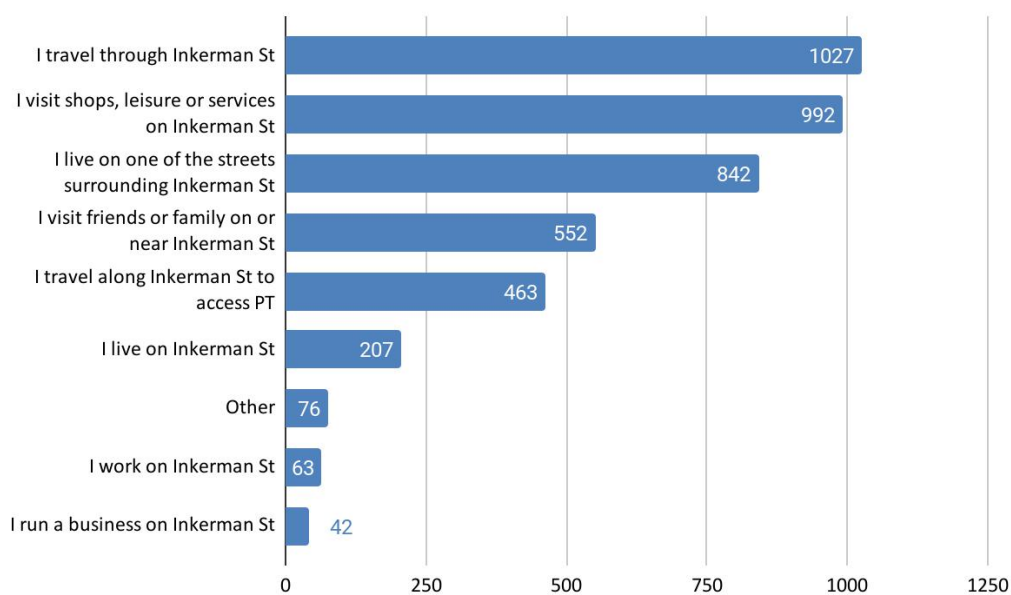
Data source: Survey, pop-ups.

#### 4.4 Connection to Inkerman Street

Participants were asked to select their connection or connections to Inkerman Street in the online and hardcopy survey. 'I travel through Inkerman Street' (n=1027) was the option selected most, followed by 'I visit shops, leisure or services on Inkerman Street' (n=992). A total of 42 participants indicated that they run a business on Inkerman Street.

There were 207 participants who indicated that they live on Inkerman Street, with 842 living on the surrounding streets. Figure 5 shows a more detailed breakdown of connection to Inkerman Street.

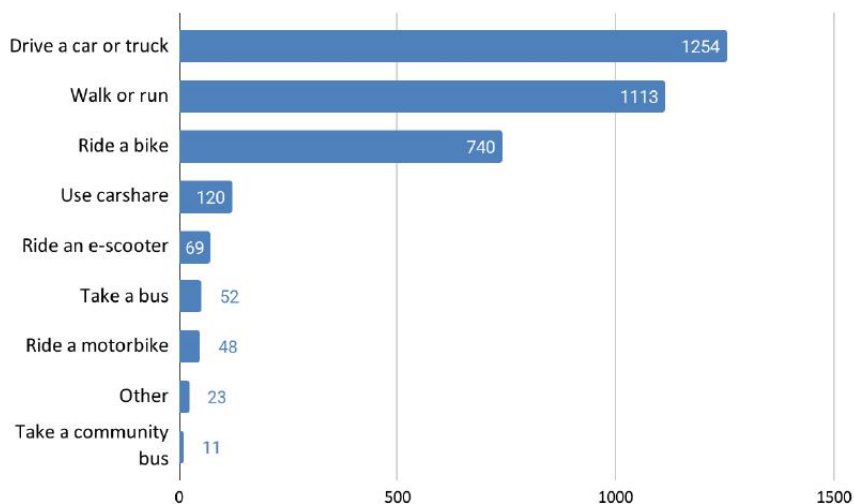
**Figure 5. Connection to Inkerman Street**



Data source: Surveys. Participants were able to select multiple options.

Survey participants were also asked how they travel along Inkerman Street, with the option to select multiple types of transport. Driving (car or truck) had the most responses (n=1254) followed by walk or run (n=1113). Figure 6 shows in further detail how participants responded to this question. Participants were able to select multiple responses to this question.

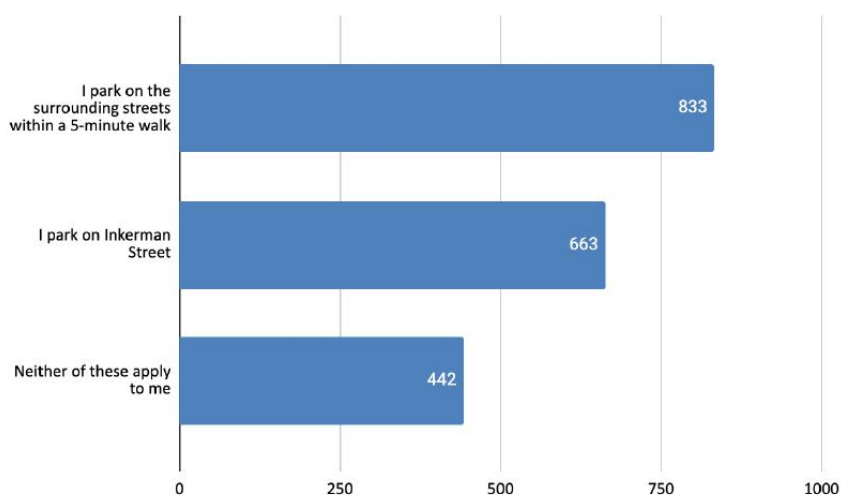
**Figure 6. How do you currently travel along Inkerman Street?**



Data source: Survey.

Survey participants were asked whether they parked on Inkerman Street, or on the surrounding streets. Of the 1579 survey participants, 663 said they park on Inkerman Street, and 833 said they park on the surrounding streets within a 5-minute walk. This reflects the level of participation in this project by residents and people who are local to St Kilda, St Kilda East and Balaclava, as well as people who visit Inkerman Street for retail/commercial needs. Figure 7 provides a breakdown of these responses. Participants were able to select more than one response to this question.

**Figure 7. Do you currently park on Inkerman Street or the surrounding streets?**



Data source: Survey

## 5. Key Findings

This part of the report explores the findings in detail. Section 5.1 explores findings from community pop ups, online and hardcopy surveys and email submissions to the City of Port Phillip. Sections 5.2 and 5.3 explore survey data only. Section 5.4 explores survey and pop-up data. Section 5.5 explores survey data only and section 5.6 explores pop up data only. Section 5.7 explores feedback from email submissions with analysis conducted by the City of Port Phillip. Section 5.8 explores the limitations of the data collected across engagement activities.

### 5.1 Preference for design options

Participants were asked to select their preference of the two design options, in surveys and at community pop-ups. Pop up participants had the option to fill out voting cards to select option A or B with demographic information attached. A number of pop-up participants indicated on voting cards that they chose to select neither option. After feedback received from the community, selecting a preference of the two design options was changed on 9 November from a mandatory to a non-mandatory question in the online survey – see *Section 5.7 Limitations of data* for more detail.

44.3% of participants (n=772) selected support for Option A, with 42.4% of participants (n=739) selecting support for Option B. A further 231 (13.3%) of participants did not indicate support for either design option. Of the participants who selected option A or B in the survey prior to 9 November when this question was mandatory but subsequently indicated in the free text response that they would prefer to select neither option (18 participants), were reassigned to 'Preference for neither design option' by data analysts. Table 5 presents the preferred design options selected from survey and pop-ups.

**Table 5. Participants' preference for Design Options by engagement activity**

Design Option	Survey	Community pop-ups	Emailed feedback + Bulk Email-submission	Total
Preference for Option A	718	49	5 + 0 (excluding duplicate responses)	772
Preference for Option B	708	29	2 + 0 (excluding duplicate responses)	739
Preference for neither design option*	153	3	20 + 55 (excluding duplicate responses)	231
<b>TOTAL participants</b>	1,579	81	<b>82</b>	1,742

Data sources: Survey, pop-ups, emails.

### 5.2 Priorities for Inkerman Street

Participants were asked to provide some further information about why they chose a design option by ranking a list of priorities. When asked the question; '*Which of these priorities were most important to least important to you in making your choice?*', participants were asked to rank the options from 1 (most



important) to 7 (least important). The response which was ranked the highest was 'Increasing safety for all road users', followed by 'Providing safer riding options' and 'Providing safer and more inclusive crossing options for pedestrians 3.3. Further detail can be found in Table 6.

Findings demonstrated the contrasting interests of different design preference groups. Participants who had selected a preference for Option A were more likely to rank 'Providing safer riding options' as their top priority, while participants who had selected a preference for Option B were more likely to rank 'Maintaining on-street parking' as their top priority. Table 6 shows a breakdown of participant priorities grouped by preferred design option. These figures are based on averages for each priority overall.

**Table 6. Participants' priorities in order by preferred design Option (based on averages)**

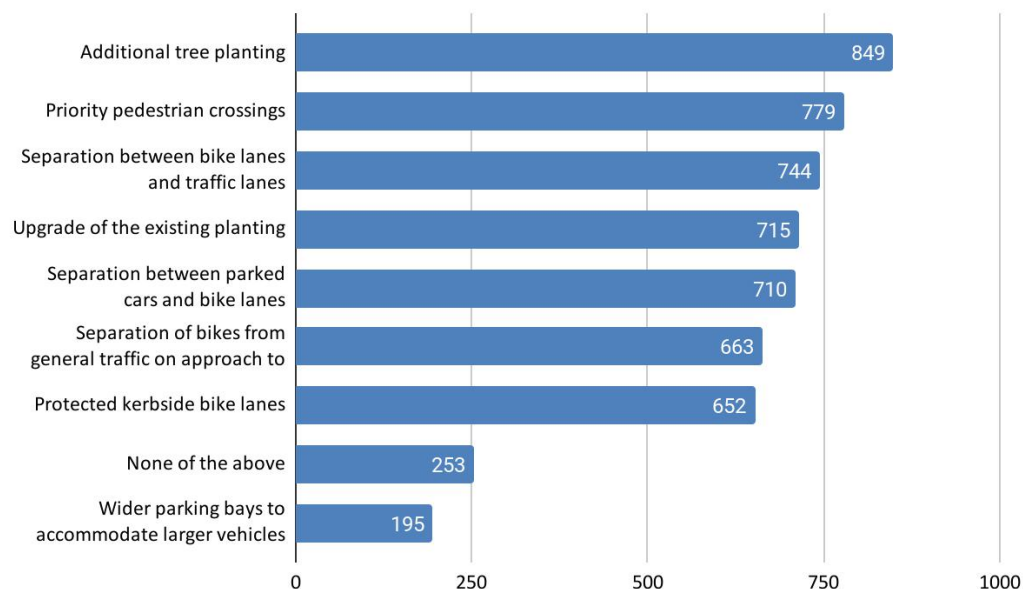
Priority (1 highest priority - 7 lowest priority)	Preference for Option A (average)	Preference for Option B average	Preference for neither design option average	Overall
Increasing safety for all road users	2	2	3	1
Providing safer riding options	1	5	6	2
Providing safer and more inclusive crossing options for pedestrians (all ages and abilities)	3	3	2	3
Maintaining on-street parking	7	1	1	4
Increased greening and street trees	4	4	4	5
Reducing traffic congestion by providing active transport options	5	6	5	6
Lowering local transport emissions and pollution	6	7	7	7

Data sources: Survey.

### 5.3 Additions to Inkerman Street

When asked 'What changes or additions would you like to see on Inkerman Street?' participants were able to select multiple responses. The most selected option overall was 'Additional planting' (n=849) followed by 'Priority pedestrian crossings' (n=779). 'Wider parking bays to accommodate larger vehicles' (n=195) had the least amount of support. Participants who had selected a preference for Option A were more likely to select 'Separation between bike and traffic lanes' (n=623), and participants who had selected a preference for Option B were more likely to select 'Priority pedestrian crossings' (n=253).

**Figure 8. Changes or additions participants would like to see on Inkerman St (overall)**



Data source: Survey.

Findings for this question were then analysed by key user groups: Local Traders, Residents of Inkerman Street and Residents of surrounding streets. Additional tree planting was the most popular response for participants who live on Inkerman Street (91 responses) and residents of surrounding streets (486 responses). Traders, on the other hand, selected 'Priority pedestrian crossings' the most (n=17). A further breakdown of the results, including the total numbers of each user group can be seen in Table 7 (the highest amount of support for each interest group is shaded). Participants were able to select multiple responses to this question.

**Table 7. Participants' level of support for changes and additions to Inkerman Street.**

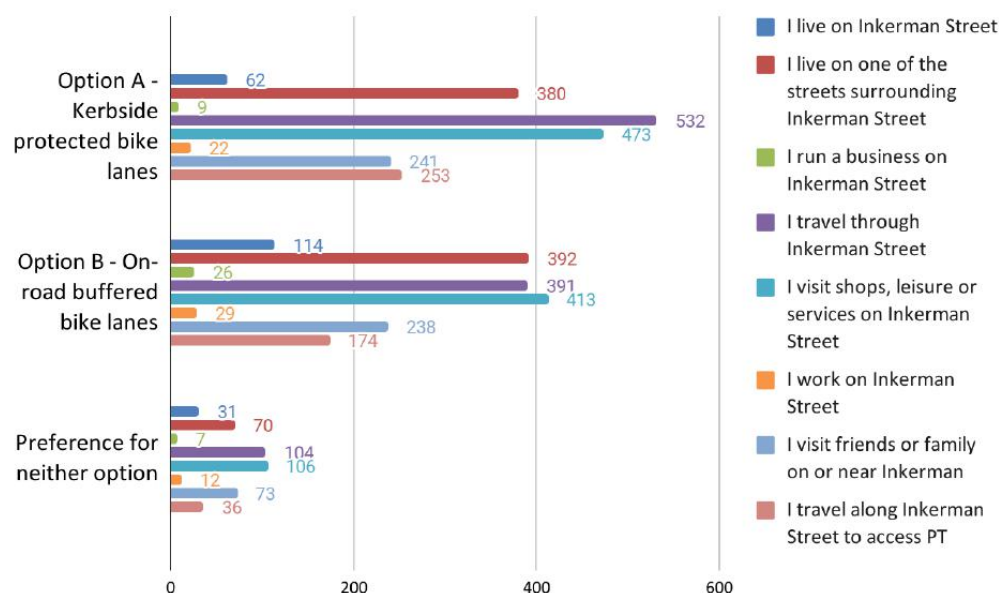
Connection to Inkerman St /Design Criteria	Live on Inkerman Street (207 participants) No. of selections	Live on a surrounding street (842 participants) No. of selections	Run a business on Inkerman Street (42 participants) No. of selections
Wider parking bays to accommodate larger vehicles	38	92	8
Separation between parked cars and bike lanes	62	366	7
Priority pedestrian crossings	84	447	17
Separation between bike lanes and traffic lanes	65	405	8
Separation of bikes from general traffic on approach to intersections	62	347	11
Protected kerbside bike lanes	55	340	6
Upgrade of the existing planting	84	415	15
Additional tree planting	91	486	14
None of the above	42	111	15

Data source: Survey.

## 5.4 Findings by demographic characteristics

### Findings by connection to Inkerman Street

Figure 9 shows a breakdown of participants' preferred options by connection(s) to Inkerman Street. Participants were able to select multiple connections to Inkerman St. There was a total of 4,189 selections for this question. Participants were able to select multiple responses to this question.

**Figure 9. Preferred options by connection to Inkerman Street**

Data source: Survey

Those who said they run a business on Inkerman Street were more likely to select a preference for Option B (61.9%, n=26). This was also apparent for the following groups: participants who live on Inkerman Street (55.1%, n=114), participants who live on surrounding streets (46.6%, n=392), and participants who work on Inkerman Street (46%, n=29).

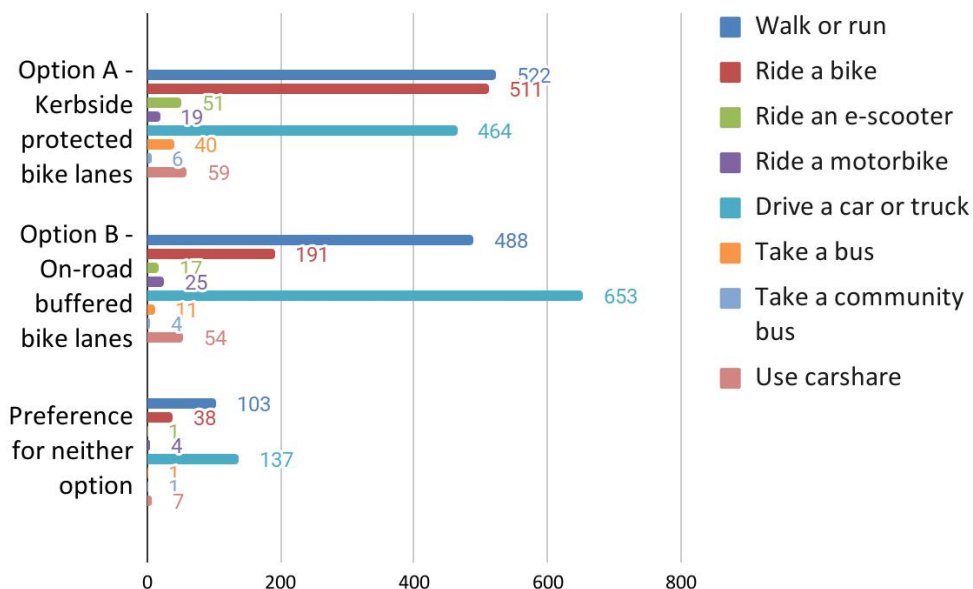
Contrasting this were the following participant groups who were more likely to select a preference for Option A – those who said they travel through Inkerman Street (51.9%, n=532), those who visit shops, leisure or services on Inkerman Street (47.7%, n=473), those who visit friends or family on or near Inkerman Street (43.7%, n=241), and those who travel along Inkerman Street to access public transport (54.8%, n=253). Residents and traders would be most affected by the loss of parking, which is reflected in their preference for a design option with a lower impact on parking spaces.

#### Findings by travel and parking behaviour along Inkerman Street

Figure 10 shows a breakdown of participants' preferred options by modes of travel along Inkerman Street. Participants were able to select multiple modes of travel in response to this question. Participants were able to select multiple modes of travel.

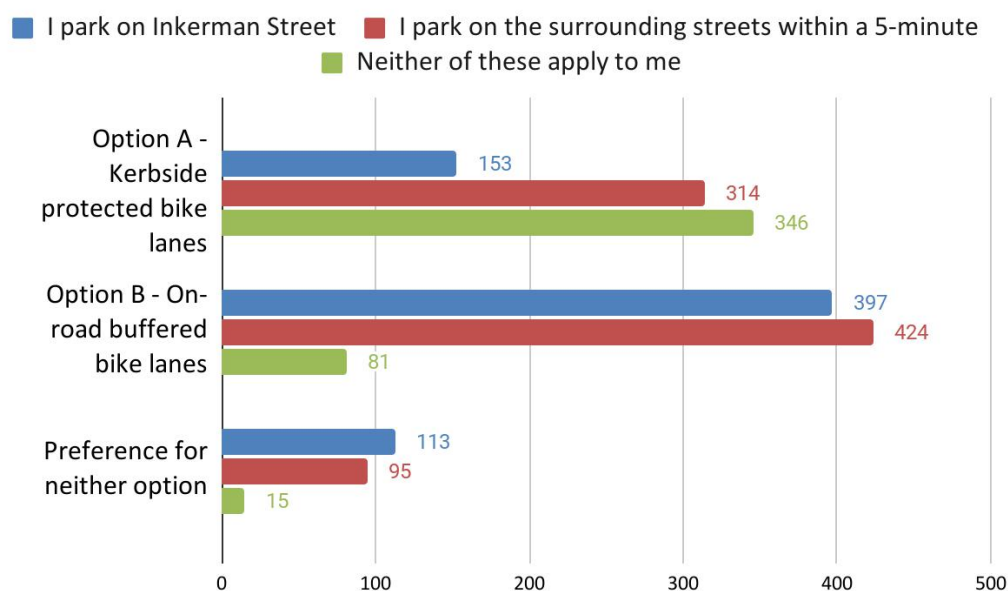
Participants who currently travel along Inkerman Street by walking/running, riding a bike or riding an e-scooter, taking a bus, community bus or car share were more likely to select a preference for Option A (walking/running 46.9% n=522; riding a bike 69.1% n=511; riding an e-scooter 73.9% n=51; taking a bus 76.9% n=40; taking a community bus 54.5%, n=6; car share 49.2% n=59), whereas participants who currently travel along Inkerman Street by motorbike, car/truck were more likely to select a preference for Option B (motorbike 51% n=25; driving a car or truck 52.1% n=653), as well as participants who said they take another mode of transport other than the ones listed (39.1%, n=9).

Figure 10. Preferred options by modes of travel



Data source: Survey

Figure 11 shows a breakdown of participants' preferred options by parking. Participants were able to select multiple options for this question. Participants who park on Inkerman Street and participants who park on the surrounding streets within a 5-minute walk were more likely to select a preference for Option B (60%, n=397; 51% n=424). Contrastingly, those who said neither parking statement applied to them were more likely to select a preference for Option A (78.3%, n=112). This demonstrates the interest of keeping parking for those who usually use Inkerman Street for this reason in contrast to those who do not have this consideration.

**Figure 11. Preferred options by parking behaviour**

Data source: Survey

#### Findings by anticipated changes to travel behaviour

When asked about anticipated changes to travel behaviour if participants' preferred design option was to go ahead, of the 767 participants who selected Option A, 635 would feel safer, walking, riding or driving than they do now; 566 said they would be more like to ride a bike or scooter than they do now; 348 were more likely to walk than they do now; 137 would be more likely to use public transport; 14 respondents felt that none of those would apply to them and 13 would be more likely to drive.

Of the 737 participants who selected Option B, 316 would feel safer walking, riding or driving than they do now; 298 felt that none of these statements would apply to them; 96 would be more likely to walk; 86 would be more likely to ride a bike or scooter; 67 would be more likely to drive than they do now and 29 would be more likely to catch public transport.

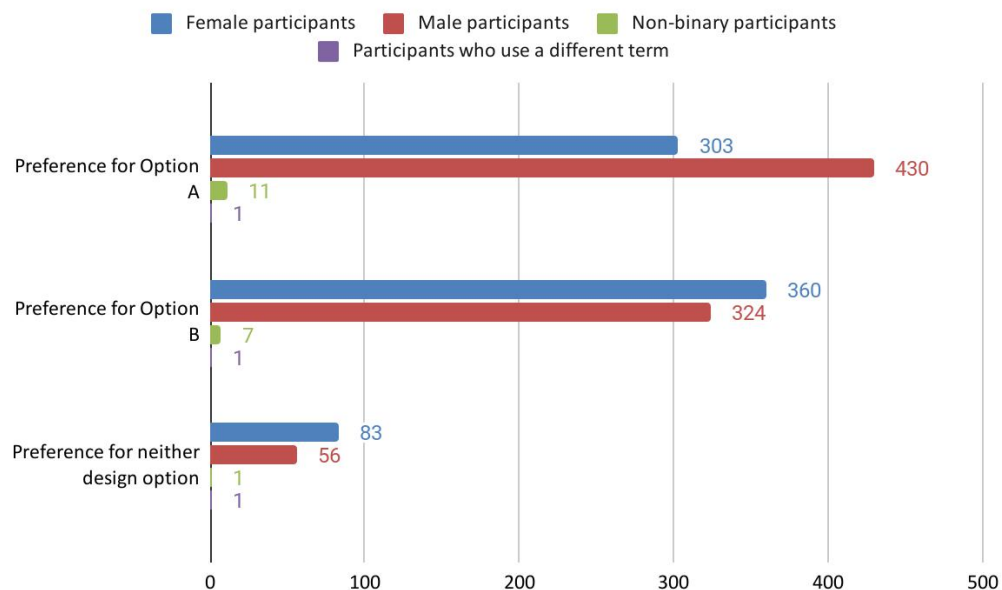
Of the 156 participants who selected neither design option, 112 felt none of the statements would apply to them; 14 would feel safer walking, riding or driving than they do now; 12 would be more likely to drive; two participants would be more likely to ride a bike or scooter; two participants would be more likely to walk and one participant would be more likely to catch public transport.

#### Gender

Figure 12 shows the distribution of design preferences by gender, for those who chose to provide this information. Of the 746 participants who identified as female (woman or girl), participants were more likely to select Option B as their preferred design (48.3%, n=360), followed by Option A (40.6%, n=303) with 11.1% (n=83) preferring not to select either design option.

Of the 810 participants who identified as male (man or boy), participants were more likely to select Option A as their preferred design (53.1%, n=430), followed by Option B (40.0%, n=324) with 6.9% (n=56) preferring not to select either design option. Participants who identified as non-binary were more likely to select a preference for Option A (57.9%, n=11) and participants who use a different term had an even distribution between Option A, Option B, and preference for neither design option.

**Figure 12. Design Options by gender**



Data Source: Survey, pop-ups

Note: gender identity was not a mandatory question on the survey or at community pop-up conversations, meaning the above figure does not show the breakdown of data by every participant.

Gendered preferences for selected design options may be influenced by modes of transport used. A total of 431 men selected that they ride a bike along Inkerman St as opposed to 261 women. Whereas 523 women participants selected that they walk or run along Inkerman St as opposed to 508 men. Several female participants used the free text to comment on potential safety issues the loss of parking could cause. This could be a factor in why fewer female participants indicated a preference for Option A than male participants and other genders, and why there was a higher percentage of female participants who did not preference either option.

The following is a summary of free-text responses that reflect this sentiment:

- Limited parking would make it more unsafe than it already is to walk to the intended destination.
- Construction would mean having to park further away and walk through streets alone at night.
- Participants would be more anxious and concerned about personal safety if parking was taken away.



**Findings by age**

Younger participants were more likely to select a preference for Option A; 15-17 (80%, n=4), 18-24 (69.8%, n=37), 25-34 (58.9%, n=195) and 35-49 (50.1%, n=293) age brackets. People aged 50 years and older were more likely to prefer Option B; 50-59 (47.3%, n=148), 60-69 (52.7%, n=118), 70-84 (54.3%, n=63) or 85+ (50%, n=4) age brackets.

**Findings by residential suburb\***

Of the 767 participants who preferred Option A, 189 (24.6%) lived in St. Kilda; 180 (23.5%) lived in St. Kilda East; 162 (21.1%) lived in Balaclava; 78 (10.2%) lived outside of Port Phillip; 40 (5.2%) lived in Elwood; 33 (4.3%) preferred not to say what suburb they lived in; 17 (2.2%) lived in Melbourne; 12 (1.6%) lived in Ripponlea; 12 (1.6%) lived in Port Melbourne; 10 (1.3%) lived in Windsor; 9 (1.2%) lived in St. Kilda West; 9 (1.2%) lived in South Melbourne; 6 (0.8%) lived in Albert Park; 3 (0.4%) lived in Middle Park and 3 (0.4%) lived in Southbank.

Of the 737 participants who preferred Option B, 267 (36.2%) lived in St. Kilda East; 172 (23.3%) lived in Balaclava; 138 (18.7%) lived in St. Kilda; 52 (7.5%) lived outside of Port Phillip; 33 (4.5%) preferred not to say what suburb they lived in; 18 (2.4%) lived in Albert Park; 16 (2.2%) lived in Elwood; 8 (1.1%) lived in Middle Park; 8 (1.1%) lived in St. Kilda West; 5 (0.7%) lived in Ripponlea; 4 (0.5%) lived in Melbourne; 4 (0.5%) lived in Port Melbourne; 3 (0.4%) lived in South Melbourne; 3 (0.4%) lived in Windsor and 1 (0.1%) participant lived in Southbank.

Of the 156 participants who did not select either design option, 65 (41.6%) lived in St. Kilda East; 30 (19.2%) lived in Balaclava; 1 (0.6%) lived in Albert Park; 2 (1.3%) lived in Elwood; 23 (14.7%) lived in St. Kilda; 20 (12.8%) lived outside of Port Phillip; 8 (5.1%) preferred not to say what suburb they lived in; 3 (1.9%) lived in Port Melbourne; 1 (0.6%) lived in Melbourne; 1 (0.6%) lived in Ripponlea; 1 (0.6%) lived in South Melbourne; 1 (0.6%) lived in St. Kilda West; 0 (0%) lived in Windsor; 0 (0%) lived in Middle Park and 0 (0%) lived in Southbank.

**Table 8: Design Options selected by suburb**

Suburb (no.)	Design Option A	Design Option B	Neither option selected
St Kilda East (511)	180 (35.2%)	267 (52.3%)	65 (12.7%)
Balaclava (364)	162 (44.5%)	172 (47.3%)	30 (8.2%)
St Kilda (350)	189 (54%)	138 (39.4%)	23 (6.6%)
Other (150)	78 (52%)	52 (34.7%)	20 (13.3%)
Prefer not to say (74)	33 (44.6%)	33 (44.6%)	8 (10.8%)
Elwood (58)	40 (69.0%)	16 (27.6%)	2 (3.4%)
Albert Park (25)	6 (24%)	18 (72%)	1 (4%)
Melbourne (22)	17 (77.3%)	4 (18.2%)	1 (4.5%)
Port Melbourne (19)	12 (63.2%)	4 (21.1%)	3 (15.7%)

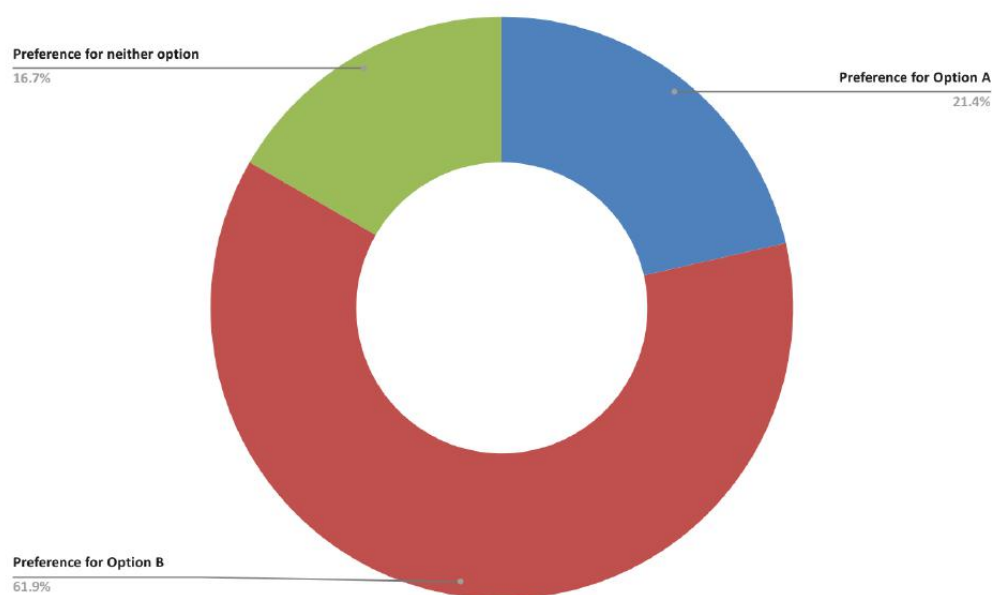
Ripponlea (18)	12 (66.6%)	5 (27.8%)	1 (5.6%)
St Kilda West (18)	9 (50%)	8 (44.4%)	1 (5.6%)
Windsor (13)	10 (76.9%)	3 (23.1%)	0 (0%)
South Melbourne (13)	9 (69.2%)	3 (23.1%)	1 (7.7%)
Middle Park (11)	3 (27.3%)	8 (72.7%)	0 (0%)
Southbank (4)	3 (75%)	1 (25%)	0 (0%)

\*Suburb of residence was not a compulsory question. Totals for design options in this question will not be the same as the total for all of the data.

#### Participants who run a business on Inkerman Street

Of the 42 participants who said they ran a business on Inkerman Street, 9 (21.4%) selected a preference for Option A, 26 (61.9%) selected a preference for Option B and 7 (16.7%) did not select a design option.

**Figure 13. Design Option by participants who run a business on Inkerman Street**



Data source: survey and pop ups

The free text comments by traders reflected an overall sentiment of concern towards design options that would reduce parking and issues with the engagement process. The following is a summary of common themes in free-text comments:

- Traders were not adequately consulted prior to and throughout the engagement period.
- Concerns a lack of access to parking would have a negative impact on the local businesses.
- Issues with engagement process/survey design and engagement questions
- Uncertainty that Council has adequately taken into account how residents use Inkerman Street.
- Delivery drivers may potentially have access issues because of loss of parking.
- An unsafe situation could be caused by clients not being able to find a temporary park to load heavy items into their car.

**Verbatim Quotes:**

*"People who live here are horrified to have any further restrictions on available parking forced upon them. Many are older who rely on daily visits by carers, relatives, medical support and essential services. It is almost impossible now to access adequate parking. Businesses currently operating in Inkerman Street, and there are many, are all incredibly fearful of the impact on their business. The notion that removing parking bays to increase bike lanes for a limited number of bike users shows a total lack of knowledge and understanding of Inkerman Street, its business, its residents and its users."*

*"My customers including the elderly ones, delivery drivers, rubbish collection will find it more difficult to have easy access to my workshop. Why not just improve the existing bike lane and keep it as it is".*

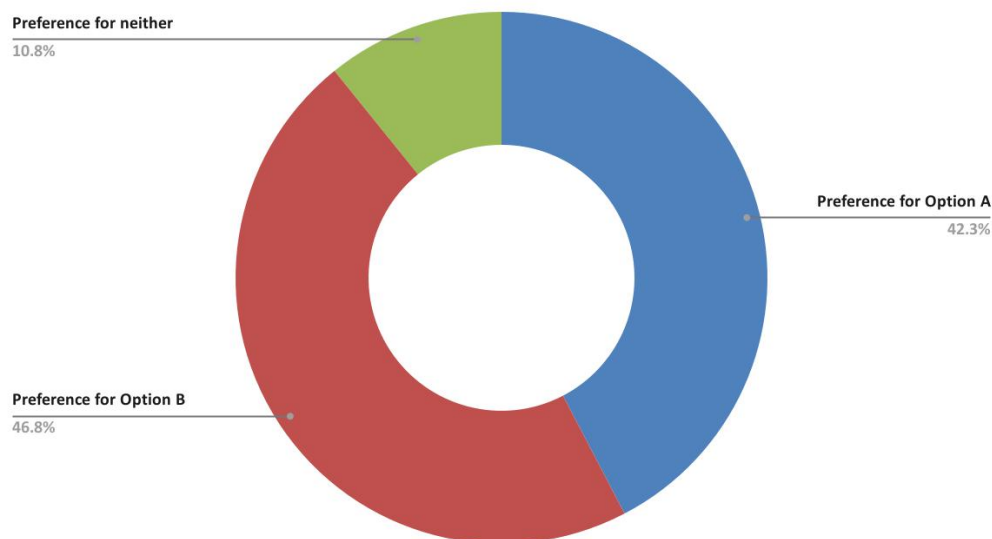
*"More safety for all users including bike riders, better for the environment and climate"*

*"Love to see st kilda improving"*

**Findings by participants with disability**

111 participants identified as a person with disability. Of this user group 42.3% (n=47) selected Option A as their preferred design option, 46.9% percent (n=52) selected Option B as their preferred design option and 10.8% (n=12) selected neither design option. The overall preference for Option B in this cohort reflects concerns with parking and accessibility. Figure 14 presents these findings.

**Figure 14. Design Option by participants identifying as a person with disability**



Data source: survey and pop ups

The free-text comments from participants identifying as a person with disability expressed mixed sentiments, reflecting a distribution of preferences across both design options. The following summarised themes highlight some of the ideas raised including; accessibility issues, support for more accessible, inclusive public transport options and designs, and opposition to reducing parking for older people and people with disabilities:

- Support footpaths being redone to make them safer and more accessible.
- Encourage Council to ensure the final design incorporates adequate and well-placed bike parking especially for cargo bikes.
- Lack of parking could be an accessibility issue for older people and people with disabilities who need to park close to their destination (whether that be commercial or residential) on Inkerman Street.
- Support for more accessible active transport options.

#### Verbatim Quotes

*"Please ensure consideration of the disabled community is factored in. City of Port Phillip is a difficult area to navigate with mobility aids already. Don't make it worse."*

*"Do not remove 100+ parking spots on Inkerman as I attend hydrotherapy at Melb Hydro on Inkerman and I can't walk far and I would not be able to continue as I would never be able to park and there are patients with far worse disabilities. Removing parking would be disastrous and discrimination."*

*"...It is already hard enough as it is. Living in an extremely narrow side street with next to no*

*spare parks as it is, will mean I (who have accessibility requirements) may have to park a very long distance from home and I cannot get around easily. It would significantly impact my life for the worse.*

## 5.5 Findings by Design Option

This section presents the findings for those who preferred Option A, Option B and those who preferred neither design option.

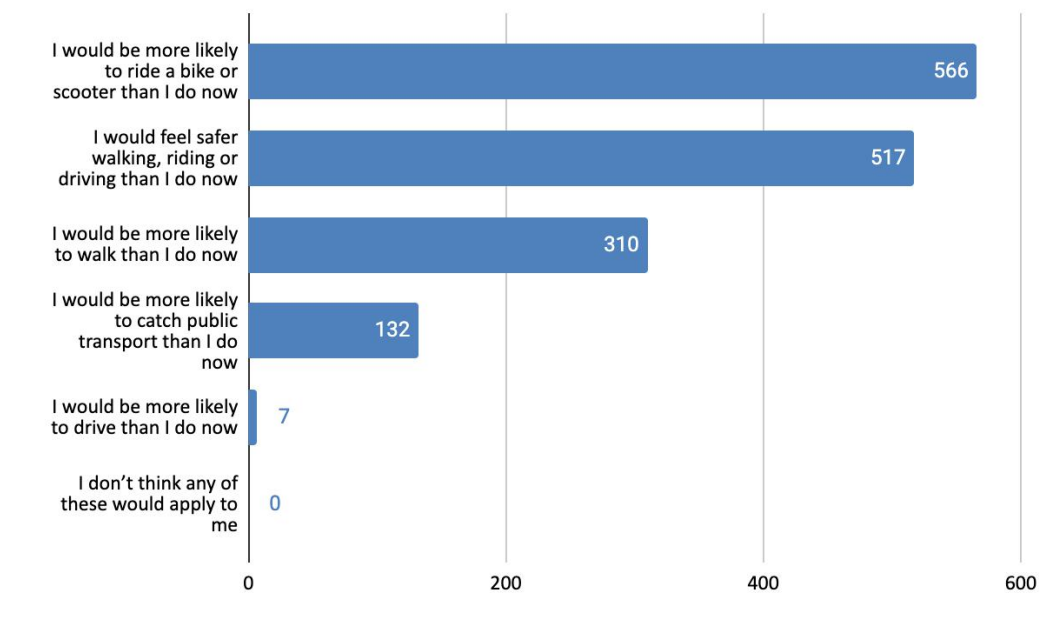
### 5.5.1 Design Option A

This section presents the findings of the participants who supported design Option A. The following is an analysis of perceived outcomes for design Option A as well as free-text comments broken down into the main themes that arose in the feedback from this cohort.

#### Outcomes of design options for Inkerman Street

Participants were asked the question, 'If your preferred design option was to go ahead, would any of the following statements apply to you?'. Participants were able to select multiple responses. Among the 767 participants who selected Option A, the perceived outcomes are shown in Figure 15 below.

**Figure 15. Perceived outcomes of Option A**



#### Additional feedback

Table 9 presents the free-text feedback provided by survey participants who selected Option A. There was a total of 396 free-text comments for those who selected Option A. Comments have been grouped into common themes and presented with a description and supporting verbatim quotes. Many participants mentioned more than one theme and these responses have been counted as such.

Table 9. Further feedback from participants who selected Option A

Themes	Description of feedback	Verbatim Quotes
<b>Support for separated bike lanes and other bike infrastructure (141 mentions)</b>	<p>Participants who shared the sentiment that separated bike lane infrastructure is safer than on-road bike lanes:</p> <ul style="list-style-type: none"> <li>• Preference for a physical barrier between bikes and cars</li> <li>• Participants reporting accidents or near misses on Inkerman St, who felt only separated bike lanes would support them to cycle</li> <li>• Separated bike lanes can prevent incidents of doorings and merging with traffic</li> <li>• Separated bike lanes will create a safer environment for and encourage new cyclists, older cyclists, children and less confident cyclists</li> <li>• Separation as a solution to a conflict point between cars turning onto Inkerman St and cyclists</li> <li>• Investment in this infrastructure caters to the increase in building density/population in the area and decreasing noise pollution from traffic</li> <li>• Suggestions for additional bike parking, helmets and other bike infrastructure</li> </ul>	<p><i>'I want to be able to take my kids to school on their bikes, and would only do so with protected and separated bike lanes'</i></p> <p><i>'This can be seen all around the City of Melbourne where the sudden increase in cycling with their protected bike lanes has lead to drivers being more aware of their surroundings and not dangerously ignoring cyclists; I know this from experience.'</i></p> <p><i>'...with far fewer near misses from car doors, cars crossing the bike lane without seeing me, and having to merge with traffic to pass obstacles in the bike lanes.'</i></p> <p><i>'As someone who also drives on Inkerman St I think having a protected bike lane is also beneficial for drivers as currently passing cyclists with a safe buffer distance can be difficult due to large parked vehicles and insufficient space for cyclists'</i></p>
<b>Safer, healthier urban environment (94 mentions)</b>	<p>Participants who shared the positive aspects of this design:</p> <ul style="list-style-type: none"> <li>• Support for a safer, healthier, more environmentally friendly design</li> <li>• Safer active transport means more participation in community, businesses and street life.</li> <li>• Benefits of cycling: health, safety, reduced emissions</li> <li>• Option A would lower barriers to people's use of the street: unsafe pedestrian crossings, car doorings, width of road, traffic congestion and speed, visibility</li> <li>• Option A is in keeping with 15-minute cities design, integration with PT, connected neighbourhoods,</li> </ul>	<p><i>'Something needs to change because too many accidents are happening'</i></p> <p><i>'This could be setting an example and a new standard for safer, more inclusive infrastructure within Australia'</i></p> <p><i>'Let's design our streets for people to enjoy them and build more community connections'</i></p> <p><i>'I want to live in a safer, greener, more connected neighbourhood'</i></p> <p><i>"I want my son to be able to cross Inkerman safely on his route to</i></p>

	<ul style="list-style-type: none"> <li>Option A would support the community feel for the street</li> </ul>	<i>school. I want my husband to be able to ride his bike to work down Inkerman. I want to live in a safer, greener, more connected neighbourhood"</i>
<b>Prioritise active transport (80 mentions)</b>	<p>Participants who supported the proposed changes under Option A because it prioritises a transition to active forms of transport, could reduce emissions, create safer streets and reduce the number of cars on Inkerman Street:</p> <ul style="list-style-type: none"> <li>Participants felt active transport should be prioritised over cars and parking spaces</li> <li>Cyclists who currently tend to avoid Inkerman St because it is unsafe who would enjoy a safer and more direct route</li> <li>Participants who felt this design would increase uptake of cycling particularly among children and young people</li> <li>Participants shared St Kilda Rd and other international examples as good precedents</li> <li>Participants preferred this option over Option B for its increased safety for cyclists and pedestrians. There was a sentiment among these comments that Option B would do little to support cyclist safety and the uptake of active transport</li> </ul>	<p><i>'Cyclist and pedestrian safety should not even be a matter for a survey'</i></p> <p><i>'Let's get with the times and encourage bike riding over car. My kids could ride to school'</i></p> <p><i>'With provision of separated bike lanes, many vehicle uses are likely to switch to active transport, reducing emissions as well as traffic congestion'</i></p> <p><i>'Option A is the safest option and should be adopted, there is no reason where the provision of car parking can be considered more important than the safety of cyclists and pedestrians'</i></p> <p><i>'As our population increases, our roads become more congested and our parking options are static. It is clearly more logical as well as safer to create a city environment where people feel safer to pursue other ways of getting around'</i></p>
<b>Planting and green space (53 mentions)</b>	<p>Participants who supported Option A for its proposed additional planting and green space:</p> <ul style="list-style-type: none"> <li>Additional planting to improve safety and kerbside protection</li> <li>Planting for aesthetics and liveability: improving the neighbourhood feel of the street, encourage street life and pedestrian activity</li> <li>Canopy and shade to reduce urban heat in summer, suggestions for mature tree plantings</li> <li>Support for providing more greenery around businesses to support outdoor dining</li> </ul>	<p><i>'Additional plantings will improve the amenity and beauty of the streetscape and bike riders will be safer with kerbside protection'</i></p> <p><i>'Greener, safer, and make it a whole lot more appealing / enticing to want to be in this area'</i></p> <p><i>'The added safety benefits and more greenery that would come from adding a kerb to divide the bike lane is far superior. This will also make the area far more attractive and much nicer to walk along, and feel more like a community street than just a through road'</i></p>



	<ul style="list-style-type: none"> <li>Support for native planting and ecological improvements and supporting local bird life</li> <li>Planting of low shrubs and grasses so as to not obscure traffic/side streets</li> </ul>	<p><i>'makes the street much more attractive, I think it would really be an asset to the community with the increased garden beds and encourage shoppers etc to the area'</i></p>
<b>Support for increased connectivity (29 mentions)</b>	<p>Participants who felt Option A would increase neighbourhood connectivity and integrate different forms of transport.</p> <ul style="list-style-type: none"> <li>Option A would provide an important East-West cycle link</li> <li>Could provide a good link to existing transport networks in the area: Caulfield Station, Djerring Trail, coastal bike paths, Frankston rail trail, St Kilda and the city via St Kilda Rd</li> <li>Suggested extensions of this infrastructure to: Barkly St, Grey St, Nelson St, Camden St, Fitzroy St &amp; beach</li> <li>Suggested connection to other LGA's for a consistent solution down Inkerman St</li> </ul>	<p><i>'We need to provide a safe way for people to get from A to B and currently Inkerman Street can play that role in a big way as it will link to other good active transport options'</i></p> <p><i>'It would be great to connect the solution with city of Glen Eira so there is a common solution down the length of Inkerman St'</i></p> <p><i>'It is important to work towards linking St KILDA Rd new bike lanes with Djerring along the rail line'</i></p>
<b>Support for increased or additional infrastructure (29 mentions)</b>	<p>Suggestions for additional upgraded infrastructure:</p> <ul style="list-style-type: none"> <li>Signage</li> <li>Lighting</li> <li>Speed bumps</li> <li>Water Sensitive Urban Design (WSUD)</li> <li>User triggered flashing lights at pedestrian crossings</li> <li>Do not remove existing trees or plantings</li> <li>Consider trip hazards when creating separated bike lanes for people with walkers/prams</li> <li>Longer crossing times for pedestrians at lights</li> <li>Increased visibility or signage at Aldi car park entry - addressing blind spots</li> <li>Signage indicating the number of available car parks at Aldi</li> <li>Removing car parking from corners and side streets to support entry/exit</li> <li>Additional wayfinding and decoration: walking paths, rainbow flags</li> <li>Suggestion for green right turn arrows: Hotham/Carlisle Sts</li> <li>Narrowing the bike lane to accommodate wider car lanes</li> </ul>	<p><i>'Digital speed monitoring / warning signs for cyclists lanes, or markings along bike lane to warn to slow down slow down slow down</i></p> <p><i>&gt; Integrate flashing lights in pavement across safety pedestrian crossing for evening or daytime, to really highlight show vehicles and cyclists at ground level (not just the orange light at crossing)</i></p> <p><i>&gt; Add additional signs at pedestrian crossings for cyclists to STOP and GIVEWAY to all pedestrians'</i></p>

	<ul style="list-style-type: none"> <li>Upgrades to support safe turning at intersections: St Kilda Rd/Inkerman St, Raglan/Nelson Sts, Chapel/Inkerman Sts, Inkerman/Hotham Sts , Inkerman/King Sts</li> <li>Suggestion to use existing median lane as bike paths</li> </ul>	
<b>General supportive comments (25 mentions)</b>	Participants who shared positive comments in support of the changes	<p><i>'Plan A looks exciting'</i></p> <p><i>'Love to see st kilda improving'</i></p> <p><i>'Build it and people will use it'</i></p> <p><i>'Don't listen to the car-fanatics, option A is a great idea'</i></p>
<b>Pedestrian safety (25 mentions)</b>	<ul style="list-style-type: none"> <li>Participants who celebrated the design because of its focus on pedestrian safety</li> <li>Concerns for safe pedestrian crossing of bike lanes</li> <li>Suggestions for increased pedestrian safety education</li> <li>Suggestions for continuous pedestrian pathways/routes</li> <li>Suggestions for plantings not to obscure pedestrian crossings</li> <li>Suggestions for integration with the Green Line Proposal</li> </ul> <p>Suggestions to include more or move pedestrian crossings to other locations:</p> <ul style="list-style-type: none"> <li>Nelson/Raglan Streets</li> <li>Evelyn/Raglan Streets</li> <li>Midway crossing between Chapel and Westbury Streets</li> <li>Linton/Blenheim Streets</li> <li>Aldi supermarket entrance</li> </ul>	<p><i>'I love this proposal. It is much needed in the community. With the lack of crossings and intensity in traffic along Inkerman, many people, old and young, are forced to stand in the middle of the road while traffic whizzes by on either side'</i></p> <p><i>'The location of the pedestrian crossing should be reviewed based on pedestrian traffic data. The current location is already close to a set of lights. A better location would be closer to Nelson St'</i></p> <p><i>'Footpaths crossing should be made to be continuous footpaths, such that pedestrians have priority and vehicles need to give way to pedestrians at all side streets'</i></p>
<b>More parking solutions are needed on Inkerman Street (16 mentions)</b>	<p>Participants who supported Option A but were concerned about parking scarcity.</p> <ul style="list-style-type: none"> <li>Suggestions to not enforce timed parking restrictions</li> <li>More permit parking on Inkerman and surrounding streets</li> <li>Create off-street car parking nearby to cater for the need</li> <li>Suggestions to not remove so many car parking spaces</li> </ul>	<p><i>'Please provide adequate street parking. Cars are to stay'</i></p> <p><i>'Parking on side streets needs to be improved if parking is being removed off the street (ie more parks, or longer timeframes)'</i></p> <p><i>'The council needs to accommodate the displaced cars somewhere else.'</i></p>

		<p><i>'If option A included hourly parking it will cripple residents who require a car.'</i></p> <p><i>'permit parking should be implemented in the surrounding streets, especially for residents who do not have off street parking'</i></p>
<b>Opposition to wider car parking spaces (9 mentions)</b>	<p>Participants who shared suggested improvement or feedback surrounding proposed car parking:</p> <ul style="list-style-type: none"> <li>• Desire not to widen car parking spaces as it would encourage the use of larger vehicles: more pollutants, more dangerous</li> <li>• Consideration of disability parking spaces or reserved parking for people with mobility needs and prams</li> <li>• Enforcement of parking fines for people parked across bike lanes</li> </ul>	<p><i>'Any contemplated removal of parking spots should include prioritisation of disability permit spots to ensure that this plan helps create genuinely inclusive transport solutions including for the mostly elderly residents of 150 Inkerman St'</i></p> <p><i>'Please don't make car spaces bigger. This will encourage more ridiculously large vehicles to come into the area, which negatively affects everyone's safety, especially cyclists, children, elderly, disabled'</i></p>
<b>Reducing the speed limit (8 mentions)</b>	<p>Suggestions for further traffic slowing measures or decreased speed limit;</p> <ul style="list-style-type: none"> <li>• Flashing lights at pedestrian crossings</li> <li>• Speed monitoring</li> <li>• Additional signage</li> <li>• Support for 40 km or 30 km zone</li> <li>• Reduce speed limit only near Aldi</li> <li>• Two participants who wished to not decrease the speed limit</li> </ul>	<p><i>'Make it a 40 zone between Hotham street and St Kilda road like all of the surrounding streets. It's a high density living area and will only get more so'</i></p> <p><i>'Lower cars' speed limits to 20km/h on Inkerman St, and the surrounding roads'</i></p>
<b>Other (14 comments)</b>	<ul style="list-style-type: none"> <li>• Concerns the road is not wide enough for proposed changes</li> <li>• Suggestions for improvements or traffic management on other streets</li> <li>• Concerns about 'disappearing' bike lanes- integration with other streets.</li> <li>• Reflection that Option B is no different to existing bike lanes.</li> <li>• General feedback mixed comments.</li> <li>• Suggestions to inform traders and lobby groups that cycling benefits businesses.</li> <li>• Suggestions for a gender assessment to guide development of Inkerman St</li> <li>• Suggestions to blend both design option A &amp; B (keeping parking but improving bike safety or making a narrower protected bike lane)</li> </ul>	<p><i>'Port Phillip has made great progress on dealing with climate challenges but this makes a lack of progress with advancing bike infrastructure is really glaring'</i></p> <p><i>'As a bike rider and car user I'm not sure that the road is wide enough for this proposal and I think it will make the road more dangerous'</i></p>

<b>Comments on the engagement process (6 comments)</b>	<ul style="list-style-type: none"> <li>• General thanks for being able to participate</li> <li>• Suggestions for the inclusion of a Safe Systems Assessment to support engagement</li> </ul>	<i>'I just moved to Melbourne in Port Phillip and I am so glad to participate in this important survey. Safe infrastructures have been developing faster in the north of Melbourne and it is timely to boost progress in this part. Thank you very much!'</i>
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Data sources: Survey free text responses

Overall, participants who supported Option A shared a sentiment that this proposed design was most effective in terms of providing safety for cyclists and pedestrians and promoting active transport. The main themes that arose in feedback from participants in this cohort was the need for a separated bike lane with a barrier to protect users and encourage more active transport (n=141), the sentiment that this design would promote a safer, healthier and holistic approach to urban design, use and neighbourhood character (n=94) and the sentiment that new development and urban planning on Inkerman Street and surrounding areas should prioritise the use of active transport over motor transport and car parking (n=80).

Participants in this cohort frequently suggested features to enhance the environment and beautification of the area, such as: providing planting and canopy, landscaping to improve the amenity and atmosphere and liveability particularly during hot summers (n=53). Participants suggested these changes should be selected not to impede vision of traffic, promote street life and engagement with local businesses through outdoor dining and enhanced pedestrian activity. Participants who supported Option A frequently suggested a range of other improvements to support safety and convenience such as increased pedestrian crossings, networks and safety (n=25), other infrastructure, management or maintenance to promote safety (n=29) and reducing the speed limit (n=8).

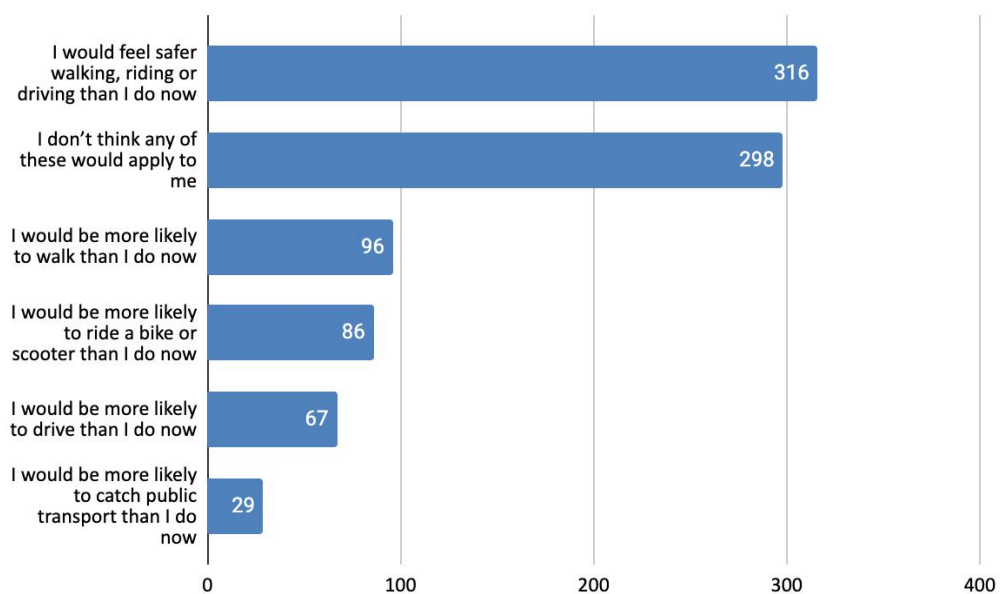
Among participants who supported Option A, participants shared the proposed design could provide an important East-West connection for active transport and could be extended to improve the existing active transport network (n=29). Participants in this cohort also shared concerns about car parking and shared solutions to car parking dilemmas through changing parking restrictions, permits or enforcement or providing more off-street parking (n=16). A number of participants in this cohort also shared concerns for proposed widening of car parking spaces, suggesting this was not necessary or might encourage unwanted types of vehicles (n=9).

### 5.5.2 Design Option B

This section presents the findings of the participants who supported Design Option B. The following shows the perceived outcomes for Design Option B as well as free-text comments broken down into the main themes that arose in the feedback from this cohort.

Participants were asked the question, *'If your preferred design option was to go ahead, would any of the following statements apply to you?'*. Participants were able to select multiple responses. Among the 737 participants who selected Option B, the perceived outcomes are shown in Figure 16.

**Figure 16. Perceived outcomes of Option B**



Data source: Survey

**Additional feedback**

Table 10 presents the free-text feedback provided by participants who selected Option B. There was a total of 366 comments shared by those who selected Option B. Comments have been grouped into common themes and presented with a description and supporting verbatim quotes. Many participants mentioned more than one theme and have been counted as such.

**Table 10. Further feedback from participants who selected Option B**

Themes	Description of feedback	Verbatim Quotes
<b>More car parking is needed (243 mentions)</b>	<p>Participants who felt that Option B would remove less car parking and was preferable for that reason. Participants shared concerns about:</p> <ul style="list-style-type: none"> <li>• High density development with lack of off-street parking</li> <li>• Sentiment that the safety concerns on Inkerman Street do not justify the loss of parking</li> <li>• Sentiment that removing car parking will not reduce car traffic in the area</li> <li>• Concerns about parking congestion in surrounding streets</li> <li>• Available parking needed for people with disability or mobility requirements</li> <li>• The impact on local businesses and neighbourhood appeal with lack of available car parking</li> <li>• Requests for parking strategies to be developed for surrounding streets</li> <li>• Concerns for the northern side loss of parking</li> <li>• Sentiment that suggested changes would only impact a small number of cyclists and create issues for the broader community</li> <li>• Safety concerns for residents walking at night without nearby available parking</li> <li>• Impact on local services with the loss of parking i.e access to PCYC, Community centres,</li> </ul>	<p><i>'There are lots of new apartments, with maximum only one car space per apartment. Hence too many cars being parked on InKerman and the side streets making it congested'</i></p> <p><i>'Removing parking spots on Inkerman St won't change the number of cars, it will drive parking congestion into side streets'</i></p> <p><i>'Reduced parking always results in less users which will impact traders greatly. For those that visit residents on inkerman or use synagogues and other amenities, parking is already difficult enough'</i></p> <p><i>'You never consider the full impact on residents when changes are proposed. What about considering parking strategies for surrounding streets that prioritise residents of those streets that will be impacted by Inkerman St changes?'</i></p> <p><i>'Option A is a poor response due to the fact it might lead to further traffic conflict as vehicles enter the bicycle lane to gain appropriate site distance for other vehicles. This seems to have been overlooked completely in the design process and will most likely cause more accidents as cars will be blocking the bicycle lane to get out of side streets onto Inkerman Street'</i></p> <p><i>'I am quite concerned about the lack of parking options on my side of the street if Option A is chosen.. Also, a concern is access for emergency vehicles on that side if there is no option to park'</i></p>

	parking for staff, volunteers and carers	<i>'Don't remove street parking on inkerman, we need it for people accessing our medical clinic'</i>
<b>Suggestions for other infrastructure or improvements (36 mentions)</b>	<p>Suggested other improvements to Inkerman Street or surrounding streets:</p> <ul style="list-style-type: none"> <li>● On road bike lanes to be painted green and made visible</li> <li>● Stopping bays</li> <li>● Visibility, signage and traffic management around Aldi entrance</li> <li>● Concerns for visibility with shifting car parking to centre of the road</li> <li>● Suggestion to introduce a turning lane at Hotham Street</li> <li>● Concerns for landscaping obstructing visibility</li> <li>● Installation of more traffic lights</li> <li>● Right hand turning lanes.</li> <li>● Signage and education around cyclists and car doors</li> <li>● Enforcement of traffic rules (u-turns, bike speed limits, parking)</li> <li>● Removal of bluestone.</li> <li>● Concerns for safe entry and exit of side streets</li> </ul>	<p><i>'Near Aldi is particularly bad, it appears to me that drivers struggle to get good line of sight &amp; opportunity to exit the Aldi car park safely. Maybe a pedestrian crossing there would help create breaks in the traffic for cars to exit the Aldi car park'</i></p> <p><i>'Reinstate nature strips and keep trees and shrubs OFF the road - they obstruct visibility'</i></p> <p><i>'Install bike lights at major crossing points (traffic lights)'</i></p> <p><i>'Cars opening doors irrespective of bikes approaching + knocking bike riders down. Can this be improved by e.g. signs, education, fines etc'</i></p>
<b>General negative feedback (27 mentions)</b>	<p>Comments that did not support changes to Inkerman Street:</p> <ul style="list-style-type: none"> <li>● Bad timing as usage patterns will change with other developments</li> <li>● Waste of money</li> <li>● Do not think there is a need to change</li> <li>● Sentiment that changes would inconvenience more people than it would support</li> </ul>	<p><i>'Don't make strategic decisions on access through to city as the new Train Station and line on St Kilda Road due next year will surely change usage patterns that may affect priority'</i></p> <p><i>'stop wasting rate payers money'</i></p>
<b>Pedestrian safety (27 mentions)</b>	<p>Suggestions for improved pedestrian safety measures, sentiment that pedestrian safety is more needed than cyclist safety:</p> <ul style="list-style-type: none"> <li>● Concerns about increased unsafe road crossings needed if parking is reduced</li> </ul>	<i>'Both options remove the median strip in the middle of the road. This is a necessity to cross Inkerman st. It's a busy street and particularly during peak hour, it is rare for there to be a break in traffic from both directions. This will lead to people being forced to stand on the white line when</i>



	<ul style="list-style-type: none"> <li>Concerns for people with disabilities or elderly people navigating bike paths when getting out of cars</li> <li>Additional crossings: Raglan Street, Young Street Aldi, Nelson Street</li> <li>Better surfacing for footpaths (asphalt is too hot, tree roots causing uneven surfaces)</li> <li>Concerns for traffic island removal</li> <li>Concerns for proposed pedestrian crossings crowding driveways</li> <li>Suggestions for user triggered flashing lights at pedestrian crossings</li> </ul>	<p><i>crossing - similar to what happens on Carlisle st, right in front of the station'</i></p> <p><i>'I prefer Option B as a person with a disability seeing my allied health practitioner on inkerman street, I continue getting out of the car and be immediately on the footpath. I do not have to worry about being knocked over by a cyclists travelling at fast pace along a bike lane'</i></p> <p><i>'It is already extremely difficult to cross Inkerman Street and will become even more so if more than 100 carparks are removed'</i></p>
<b>Suggested specific alterations to the design (23 mentions)</b>	<p>Participants who sought changes to the existing design or suggested other solutions:</p> <ul style="list-style-type: none"> <li>Placing bikeway on footpath to not obstruct road or parking</li> <li>Create narrower car lanes to accommodate bike path and parking</li> <li>Create narrower bike lane to accommodate parking</li> <li>Keep median strip and create refuge islands</li> <li>Create separated bike lanes on another nearby street: Princess Highway, Dandenong Rd, Alma Rd, Westbury St</li> <li>Put painted parking bays on surrounding streets</li> <li>Elevated bike way to not decrease parking</li> <li>Semi-separated bike lane with hard barrier</li> <li>Reduce planting and garden beds to create more parking space</li> <li>Suggested removal of central traffic island</li> <li>Desire for paired back and cheaper alternatives</li> <li>Desire to keep central traffic islands</li> </ul>	<p><i>'Would have been good to see the impacts to parking for an Option C where there are raised shared paths without planting on the footpath, similar to Beaconsfield Parade'</i></p> <p><i>'I don't understand why Inkerman Street has been identified as the preferred option for bike lanes when the central corridor separating the two directions of Dandenong Road seems ready-made for the initiative. Much less disruptive to the residents of the area'</i></p> <p><i>'I am surprised that this scheme is not being focused on Alma road.'</i></p> <p><i>'Option B can be made much safer with less effort than Option A, by putting a few shallow concrete barriers within the double lines (on your diagram) between the traffic and the bike lane'</i></p>

	<ul style="list-style-type: none"> <li>General desire to amend design to accommodate a safe bike lane and parking</li> </ul>	
<b>Reduced speed limit (18 mentions)</b>	<p>Participants who mentioned changes to speed limits:</p> <ul style="list-style-type: none"> <li>Opposition to reduction in speed limit</li> <li>Concerns a 40km limit would create congestion</li> <li>Desire for speed limit enforcement</li> <li>Support for 40km limit over physical development or changes to car parking</li> </ul>	<p><i>'The presumption of applying a 40km speed limit is not explained or justified. 50km per hr would be appropriate in this area with its dispersed commercial activity'</i></p> <p><i>'It would also be a good idea to reduce the speed limit on Inkerman to help uphold safety for everyone'</i></p> <p><i>'I rarely see cyclists on Inkerman st, I am puzzled why this has been proposed. We should lower the speed limit to 40 km/ph as the current 50 km/ph is very fast around pedestrians. I see this as a greater safety priority'</i></p>
<b>Planting and green space (18 mentions)</b>	<p>Support for increased tree planting but carefully considered to provide maximum car parking and visibility. Suggestions for improvements:</p> <ul style="list-style-type: none"> <li>Tree guards for new plantings</li> <li>More trees as 'nice to have' but not essential</li> <li>Additional greenery for Option B</li> <li>Careful consideration of plantings not to obscure sight lines or damage footpaths (groundcovers etc)</li> <li>Plantings on footpath rather than road</li> <li>Concerns for the removal of existing plantings or street trees with new development</li> <li>Opposition to replacing car parking with green space</li> </ul>	<p><i>'I'm not sure why Option B lacks so much greenery, I'd love for this to be re evaluated'</i></p> <p><i>'Reinstate nature strips and keep trees and shrubs OFF the road - they obstruct visibility'</i></p> <p><i>'This idea of reducing the amount car spaces and replacing them with on street garden beds is completely unnecessary. not only will it remove much needed parking, but also create dangerous tripping hazards for the young and the elderly. not to mention they will be trashed and full weeds, rubbish and disused household items in no time. Not at all very welcoming'</i></p>
<b>Support for pedestrian and cyclist safety (8 mentions)</b>	<p>General comments surrounding bike lanes and increased safety:</p> <ul style="list-style-type: none"> <li>Better bike lanes on Inkerman are needed</li> <li>Separated bike lanes are not safer trapping cyclists or exposing to turning traffic</li> <li>Concerns for car doors on both the left- and right-hand side</li> </ul>	<p><i>'As a cyclist I do not feel safer in pseudo designated bike lanes like option 1. I feel cars have less awareness of cyclists and a therefore more likely to not be aware when they inevitably have to cross the lane. Also reduction in 126 car spaces will cause problems throughout the area'</i></p> <p><i>Separated bike lanes are dangerous - people don't look for bikes on their left hand side and frequently door cyclists.</i></p>

		<i>'I would like to see more prominent bike lane markings, less traffic islands, and more pedestrian crossings'</i>
<b>Other responses (30 comments)</b>	<ul style="list-style-type: none"> <li>• Mixed general comments i.e 'it needs love', 'Trying to cater for everyone'</li> <li>• General comments suggesting prioritising cars and traffic flow above other forms of transport</li> <li>• Comments suggesting changes will have negative impact on local businesses</li> <li>• Concerns for changes to impact driving behaviours negatively and increase safety risks</li> <li>• Desire for a consistent approach along Inkerman St (Glen Eira and Port Phillip)</li> <li>• Desire for further linkages for bike paths to be tackled before Inkerman Street</li> <li>• Concerns for the disability community with proposed changes</li> <li>• More enforcement needed for unsafe e-scooter and bike riders (helmets, obeying traffic rules, using bike lights, speed limits)</li> <li>• More parking enforcement.</li> <li>• Spend money on other things i.e maintenance, EVs.</li> <li>• Suggestion for improving safety at intersections instead of proposed changes to Inkerman St</li> </ul>	<p><i>'Vehicle Traffic should not be impeded by unsafe bike lanes'</i></p> <p><i>'I think that having parking on only one side of the road will encourage car drivers to do u-turns which are a hazard in narrower streets like Inkerman St'</i></p> <p><i>'Why are rates being spent on another bike lane option after the last absolute disaster, wasted millions of dollars . Bike riders don't pay registration and whilst I enjoy riding my bike there are already many option'</i></p> <p><i>'I understand option A was previously part of a proposed larger and longer bike corridor along Inkerman St up to Caulfield Park that did not go ahead. Creating this now only in this section does not make any sense, in particular what happens at Brighton Rd, where do the bikes go from there?'</i></p> <p><i>'Roads should be safe and accessible for all users not just a select minority'</i></p>
<b>Comments on the engagement process or decision making (25 mentions)</b>	<ul style="list-style-type: none"> <li>• Concerns residents were not informed about the proposed changes in a timely manner</li> <li>• Suggestions for an in-person session outside of working hours</li> <li>• Reflection on the lack of signage or printed project information distributed</li> <li>• Reflection that providing no option to oppose the changes</li> </ul>	<p><i>'The questions in this survey are extremely loaded and do not provide enough multi choice options to express my point of view. My key factors is to retain amenities, access to shops, parking and free flowing traffic lanes'</i></p> <p><i>'Listen to the majority of local residents and traders'</i></p> <p><i>'How about holding a community consultation committee at a genuinely</i></p>

	<p>in the survey was unfair or biased</p> <ul style="list-style-type: none"> <li>● Reflection that the chosen times for pop ups were inappropriate</li> <li>● Sampling bias preferencing cycling clubs over residents/ratepayers</li> <li>● Survey question bias</li> <li>● Digital literacy as a barrier to participation from local residents</li> <li>● Calls to preference the voice of local residents over other participants.</li> <li>● Suggestions the multiple-choice options were in support of Option A and did not provide participants options to express their views</li> </ul>	<p><i>reasonable time which will attract working members of your residential community as opposed to 7 am'</i></p>
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Data source: Survey free-text responses

The majority of free-text responses from this cohort shared concerns about the removal of car parking spaces and its impacts on convenience, safety at night, accessibility for the aged and disability communities, families with small children and the impacts on small businesses in the area (n=243). These participants felt reducing parking would not promote safety in the area or reduce traffic and congestion on Inkerman and surrounding streets. There was a sentiment among this cohort that Option B was a middle ground, proposing changes that were less drastic to the neighbourhood character and amenity and therefore preferable to Option A.

The most common theme mentioned by participants who supported Option B was concerns about the impact of a reduction of car parking spaces (n=243). The second most common theme mentioned was suggestions for other infrastructure to improve the local area in general (n=36) like: stopping bays, signage and traffic management around the Aldi entrance, signage to protect cyclists, right hand turn lanes, more traffic lights and increased enforcement of road rules. These participants also shared concerns about visibility with changed road layout and planting, visibility and safe entry/exit at intersections and side streets. The third most mentioned themes among this cohort, were; comments that shared general negative feedback towards the project (n= 27); understanding the proposed changes as bad timing, not necessary, a bad investment or would inconvenience more people than it would support, and comments surrounding pedestrian safety (n=27); sharing a sentiment that pedestrian safety measures were more needed than cyclist safety measures. Participants who mentioned pedestrian safety commonly shared concerns about increased unsafe road crossings if parking is reduced, people navigating bike paths when getting out of cars, concerns for the removal of the existing traffic island and suggestions for additional pedestrian crossings.

A number of participants in this cohort who supported Option B also suggested further specific alterations to the existing Option B design (n=23) such as creating a narrower bike lane or car traffic

lane to accommodate bikes and parking, placing a safe bike lane on the footpath and elevating a safe bike path. Among the 'other' mixed responses (n=30), participants mentioned: general reflections on the impact on small businesses, suggestions the proposed changes could lead to a decline in safety, comments on unsafe behaviours among active transport users and a desire for further enforcement of road rules. There was a total of 25 mentions of the engagement and design process among this cohort sharing the sentiment they felt the process was unfair and making suggestions for improvement.

### **5.5.3 Preference for neither design option**

Participants were able to select a preference for either Option A or Option B. This question was initially a required question to proceed through the survey. The survey was updated on 9 November to allow for people to skip this question if desired. Free-text feedback prior to 9 November was analysed for indications of support for options. If participants stated they did not support either option, these participants (18) were reassigned to a third 'preference for neither design option' group. For data post-9 November, participants who did not select either option were also assigned to this third group.

#### **Priorities for Inkerman Street**

Participants were asked the question, *'If your preferred design option was to go ahead, would any of the following statements apply to you?'*. Participants for this question were able to select multiple responses.

Among the participants who preferred neither design option, the majority (n=112) of participants selected none of the listed changes would apply to them. A total of 14 participants selected they would feel safer walking, riding or driving than they currently do, 12 would be more likely drive than they currently, two participants selected they would be more likely to ride a bike or scooter than they would now, two participants would be more likely to walk than they do now and one participant would be more likely to use public transport than they do now. It is worth noting that because this question was initially linked to a selection for Option A or Option B and selections were re-assigned, if stated so in free text feedback, the efficacy of this data for this cohort is lacking.

#### **Additional feedback**

Table 11 presents the free-text feedback provided by participants who indicated they did not support either proposed option. There was a total of 143 comments for those who did not select either option. Comments have been grouped into common themes and presented with a description and supporting verbatim quotes. Many participants mentioned more than one theme and have been counted as such.

Table 11. Further feedback from participants who preferred neither design option

Themes	Description of feedback	Verbatim Quotes
<b>Leave the street as is (107 mentions)</b>	<p>Participants who felt changes to Inkerman Street were not required:</p> <ul style="list-style-type: none"> <li>• Inkerman St works well currently</li> <li>• Waste of money</li> <li>• Design options reduce the amenity of local residents</li> <li>• Design options will reduce property value for local residences</li> <li>• Cannot see a need</li> <li>• The safety statistics do not justify such a drastic change</li> <li>• The changes will not solve traffic congestion or safety issues, but transfer them to other roads</li> <li>• Concern changes will reduce safety and create more congestion</li> <li>• Negative impacts outweigh the positives</li> <li>• Concerns for the impact on local businesses</li> <li>• Concerns for the disability community, elderly and families with young children.</li> <li>• Other safety concerns are more pressing i.e drug use, safety at night, safety for women and other genders</li> </ul>	<p><i>'This street is fine how it is. No change needs to happen, it's just a road'</i></p> <p><i>'Please don't waste the money on an idea that was voted out by the Glen Eira Council. Listen to the residents!'</i></p> <p><i>'Why change the roads? The council spent all this money on Westbury st a while ago, adding idiotic bike lanes which made it much more dangerous for all road users'</i></p> <p><i>'My customers including the elderly ones, delivery drivers, rubbish collection will find it more difficult to have easy access to my workshop'</i></p> <p><i>'Why not just improve the existing bike lane and keep it as it is'</i></p> <p><i>'There is already a bike lane on Inkerman. As a rate-payer, I would like my money put to better use'</i></p>
<b>More parking spaces needed on or near Inkerman Street (84 mentions)</b>	<p>Participants who felt parking was more valuable than the proposed changes of either design.</p> <p>Participants had the following concerns about the removal of parking:</p> <ul style="list-style-type: none"> <li>• Detrimental to local business</li> <li>• Accessibility for elderly and people with disabilities</li> </ul>	<p><i>'Do not remove 100+ parking spots on Inkerman as I attend hydrotherapy at Melb Hydro on Inkerman and I can't walk far and I would not be able to continue as I would never be able to park and there are patients with far worse disabilities. Removing parking would be disastrous and discrimination'</i></p> <p><i>'Both designs are horrible and reduce parking. Stop taking away parking spaces in areas where there already aren't enough'</i></p>

	<ul style="list-style-type: none"> <li>• Contribute to an increase in unsafe crossings for people parking on the other side of the road</li> <li>• Create unsafe situations for people walking a long way from cars to homes at night, particularly women and elderly</li> <li>• Create inconvenience for local residents</li> <li>• Reduce value of properties on Inkerman and surrounding streets</li> <li>• Does not support people in high density living to have visitors, carers or large households</li> <li>• Disrupts safe and convenient access to medical centres, gym and supermarket</li> <li>• Reduced car parking will promote unsafe driving and further conflict</li> </ul>	<p><i>'Take away the trees or middle if road built up stuff as would make it easier for cars to keep safe distance from bikes. If there is less parking say bye bye to shops. Both options are STUPID'</i></p> <p><i>'Car parking is already tight for visitors and this will exacerbate the situation especially with increased housing density'</i></p> <p><i>'If you remove parking you will kill local business. There is nothing wrong with the current set up. I think this is a waste of money and disappointing after the issues with the bike lanes on westbury street'</i></p> <p><i>'Building a bicycle land WILL NOT MAKE THE ROAD SAFER. It will create a situation where council can give lots of parking fines and make money. PLEASE RESPECT OUR NEEDS'</i></p> <p><i>'Reducing parking causes way too many problems for everyone. Having elderly people or families with young children needing to park further away and cross more roads to get where they need is simply ridiculous. The planting of trees on the road is also a hazard for both drivers and pedestrians'</i></p>
<b>Pedestrian safety (6 mentions)</b>	<ul style="list-style-type: none"> <li>• Sentiment that improving existing infrastructure may support pedestrian safety more than other changes</li> <li>• Sentiment that removal of car parking will create more unsafe crossings</li> <li>• Support for more pedestrian crossings</li> <li>• Sentiment that the proposed changes would not adequately address pedestrian safety.</li> <li>• Concerns for pedestrian safety navigating bike lanes.</li> <li>• Concern for the removal of traffic islands.</li> <li>• Suggestions 3 new crossings are not needed</li> </ul>	<p><i>'If you are elderly, disabled or have young children you would not be able to safely navigate across bike lanes from the car to your home or the business you are visiting. You cannot carry shopping further or receive any deliveries any longer. You may not be able to walk more than a few meters and would not be able to park near your home'</i></p> <p><i>'I do not agree with either option because it does not address the issue with the highest rate of incidents i.e. 10 pedestrians with 6 serious. The only group of incidents that may potentially benefit from options a or b (and even that is not conclusive) are bike riders'</i></p>

<b>Reduced Speed Limit (4 mentions)</b>	<ul style="list-style-type: none"> <li>• Sentiment that reduced speed limits would create congestion and impeded emergency vehicles</li> <li>• Preference to lower the speed limit in place of other changes</li> <li>• Suggesting a speed limit for cyclists</li> </ul>	<p><i>'Raised pedestrian crossings &amp; lower speed limits would impede emergency vehicles. Fire Trucks, ambulance and police traffic will be impeded to be able to move quickly down the street'</i></p> <p><i>'I do not want either option. The only thing I think would assist would be 40 km/hour'</i></p>
<b>Other (6 mentions)</b>	<ul style="list-style-type: none"> <li>• Questions on the efficacy of accident statistics</li> <li>• Suggestion to focus on intersections rather than the whole street to promote safety</li> <li>• Concerns about available parking at Aldi and safety at Aldi entrance</li> <li>• Concerns for noise pollution with proposed design options</li> <li>• Concerns for garbage collection with the proposed design options</li> <li>• General mixed comments</li> </ul>	<p><i>'Have you considered how garbage trucks will pick up the rubbish?'</i></p> <p><i>'Why don't you invest the money in cycling education?'</i></p> <p><i>If the cyclists were more aware of their surroundings then it wouldn't be an issue'</i></p>
<b>Feedback on the engagement process (24 mentions)</b>	<p>Participants who were concerned by the design and engagement process surrounding this project:</p> <ul style="list-style-type: none"> <li>• Pop ups held at inconvenient times</li> <li>• Lack of prior notification to residents</li> <li>• Lack of engagement opportunities for residents</li> <li>• Lack of 'do not support' option in the survey</li> <li>• Perceived bias in survey questions</li> <li>• Requests that only ratepayer feedback is considered for this project</li> <li>• Lack of consultation with business owners</li> </ul>	<p><i>'When given a choice between option A or B a person may think there is no other option. This potentially misleads respondents who want things to remain as they are'</i></p> <p><i>'I don't believe the process was fair. There has been inadequate 'transparency' and 'engagement'. The question is put to the 'municipal community' in glowing public relations that hide the hard facts of parking space reductions which are damaging to the lives of residents, businesses and community groups'</i></p> <p><i>'My discontent is further fueled by the council's recent survey, which I perceive as not only misleading but manipulatively designed to obscure the 'no change' option'</i></p>

Data source: Survey free-text responses

Among this cohort, the majority felt that the street should not be intervened with as proposed designs were not a good investment, could contribute to safety issues, reduce amenity and negatively impact local residents and businesses (n=107). Many respondents were concerned about the loss of parking on



Inkerman Street that would come from either of the proposed design options (n=84). These participants highlighted their concerns for local businesses, the aged and disability communities and for families with small children. Some participants in this cohort also shared feedback on the engagement process, stating they felt the engagement and design process to be unfair (n=24).

## 5.6 Pop up feedback

Conversation facilitators at community pop-up conversations recorded participants' general questions and comments. Specific questions for Council were forwarded to the project team. Comments have been analysed using the same coding framework as survey data, however general comments are not linked to demographic data or choice of a design option.

The common themes that emerged from pop-up feedback are displayed in Table 14 below.

**Table 14. Further feedback from pop-up participants**

Themes	Description of feedback	Verbatim Quotes
<b>More parking spaces needed on or near Inkerman Street (27 mentions)</b>	<p>Participants who felt parking was more valuable than the proposed changes.</p> <p>Participants had the following concerns:</p> <ul style="list-style-type: none"> <li>• Detrimental to local business</li> <li>• Accessibility for elderly and people with a disability</li> <li>• Public housing residents have little off-street parking and require car parking for the visitors and carers</li> <li>• Reduced car parking will promote unsafe driving and further conflict</li> </ul>	<p><i>'47 businesses on this street that require parking, so have you considered the impact on businesses and residents for parking?'</i></p> <p><i>'Option A is a safer option for cyclists, but as a resident I'm concerned that we can't have that pressure on parking. Often divert traffic down Inkerman St., from Foreshore etc. Westbury St had issues = not good for cyclists and drivers'</i></p> <p><i>'Don't want reduced parking on Inkerman for Neighbours cafe'</i></p>
<b>Pedestrian Safety (12 mentions)</b>	<p>Participants who prioritised or reflected on aspects related to pedestrian safety on Inkerman:</p> <ul style="list-style-type: none"> <li>• Safety at intersections</li> <li>• Prioritise pedestrians over cyclists</li> <li>• Proposed pedestrian crossings: Aldi, Hotham St, PYCY, Nelson and Raglan Sts</li> <li>• Concerns for removal of the median strip, traffic island for older residents</li> </ul>	<p><i>'Pedestrian crossings are very important esp. if you are going to remove the median lane where we wait'</i></p> <p><i>'Keep parking. Safety for pedestrians. Don't need to prioritise bike riders'</i></p> <p><i>'Concerns for pedestrian safety removing the median strips'</i></p>

<b>Additional infrastructure suggestions (12 mentions)</b>	<p>Suggestions for general alterations not related to specific designs:</p> <ul style="list-style-type: none"> <li>• Alternative entry to Aldi carpark</li> <li>• Alter bike crossing to enter from Marriott Street/St Kilda Rd</li> <li>• General concerns about high density development</li> <li>• Concerns about median strip removal</li> <li>• Design to prevent U-turns</li> <li>• Incorporate signalised pedestrian crossing instead of zebra crossings</li> </ul>	<p><i>'Have Council considered pedestrian crossing like Carlisle St w push button'</i></p> <p><i>'Crossing on bike from Marriott St side to head to St Kilda Rd'</i></p>
<b>Against the project, leave as is (10 mentions)</b>	<p>Participants who did not support either design option, because they felt:</p> <ul style="list-style-type: none"> <li>• Too costly</li> <li>• No need</li> <li>• Negative impacts outweighed safety benefit</li> <li>• Changes would reduce safety</li> <li>• Inkerman St was the wrong location for this development</li> </ul>	<p><i>'I am not sure about the need for this development for safety'</i></p> <p><i>'Alternative option C: reduce speed limit'</i></p> <p><i>'Don't want to create the feeling that this is a bike priority street. This could be dangerous'</i></p> <p><i>'Not as much use of bike lanes on Inkerman'</i></p>
<b>Increase bike network and connectivity (5 mentions)</b>	<ul style="list-style-type: none"> <li>• Participants who felt the change was not worthwhile as Inkerman St did not have adequate cycling connections (2 comments)</li> <li>• Participants who felt Inkerman St was a significant street for cycling connections (2 comments)</li> </ul>	<p><i>'Transition between Glen Ira bike lanes - parking on street'</i></p> <p><i>'Prioritise local residents over commuters: connections won't be built'</i></p> <p><i>'Inkerman is a very important East-West corridor for cyclists'</i></p>
<b>Comments on the engagement process (5 mentions)</b>	<p>Participants who were unsatisfied with the engagement/design process.</p>	<p><i>'frustrating for residents to get to this stage without consultation'.</i></p>

		<i>'Resident consultation is too minimal. No comms about the plan: wanted to be involved when there were four options'</i>
<b>Safer bike infrastructure (3 mentions)</b>	<ul style="list-style-type: none"> <li>Separated bike lanes for safety and to encourage children and less confident cyclists</li> <li>Option B does not adequately address cyclist safety</li> <li>Option A is preferable for cyclist safety, but B is a good compromise for all road users</li> </ul>	<i>'I ride my bike - my concern is for the residents car parking. I would love the greening but option B will suit more people. I'm a cyclist, I'd prefer option A but I think it would be better for everyone'</i>
<b>Other responses (16 mentions)</b>	<p>Not relevant (4 comments)</p> <p>2-way bike path on one side of road (2)</p> <p>separated bike lanes (1)</p> <p>Support reduced speed limit (2)</p> <p>Inkerman St is not an ideal cycling route (sun, steep hill etc) (2)</p> <ul style="list-style-type: none"> <li>Native Planting</li> <li>Visibility of parking spots</li> <li>Comments about Westbury St</li> <li>Concerns for reversing out of driveways on Inkerman with increased pedestrian/ cycling activity</li> <li>Prioritise pedestrians and cyclists</li> </ul>	<p><i>'Create one way Inkerman w 2 way bike lane on 1 side - ways of diverting traffic'</i></p> <p><i>'In favour of reducing speed limits but concerned about building congestion'</i></p> <p><i>'Difficult to negotiate getting out of driveways and side streets because of the increased amount of cyclists and pedestrians'</i></p> <p><i>'Westbury St creates angry feelings between riders and drivers'</i></p>

Data source: pop-up comments captured by facilitators

## 5.7 Email feedback

This section of the analysis was undertaken by the City of Port Phillip project team. During the engagement period, 59 emails providing feedback on this engagement project were received by Council's Major Transport Projects team. This excludes the bulk submission received – which is detailed below – and is distinct from the further 27 general project enquiries received. Of the 59 emails providing feedback on this engagement project, 15 were submitted directly to the Major Transport Projects team, and the remaining 44 were directed to Councillors who later forwarded this feedback. All correspondence directed to Councillors which was forwarded onto the project team has been captured.

This section presents data analysed from 27 emails to Council, 6 of which were sent on behalf of organisations and groups, and 21 from individuals. The 59-email figure described above includes 32 emails that were sent by community members who had also completed the online survey via *Have Your Say*. As these sentiments are already captured in the survey findings, they have been excluded from this section. Analysing this email feedback here would skew the data as the feedback of these community members would be duplicated.

Of the 27 unique submissions provided by email, 5 (19%) selected a preference for Option A, 2 (7%) selected a preference for Option B, and 20 (74%) preferred not to select either design option. Some emails that preferred to select neither design option made alternate suggestions for changes to improve safety on Inkerman Street.

**Table 15. Participants' preference for Design Options by email feedback**

Design Option	Total
Preference for Option A	5 (19%)
Preference for Option B	2 (7%)
Preference for neither design option	20 (74%)
<b>TOTAL emails</b>	<b>27 (100%)</b>

Data source: Email feedback.

Table 16 presents a high-level summary of feedback presented in emails, grouped by preferred approach.

Table 16. Themed feedback from emails

Theme	Description	Verbatim Quotes
<b>Preference for Option A</b> (5 emails)	Email participants in support of Option A provided a number of reasons for their choice, including: <ul style="list-style-type: none"> <li>•Increased safety for vulnerable road users</li> <li>•Broader travel choices for households</li> <li>•Opportunities for greening</li> <li>•Ability to connect with existing and planned active travel links in the area</li> </ul>	<p><i>'People are quite shocked to see how vulnerable so many in our area are to the high speed of cars and lack of infrastructure, in particular for pedestrians. We have a high number of families with young children, elderly and people with a disability walking to do their shopping or get to amenities and school/childcare.'</i></p> <p><i>"Inkerman Street is currently unsafe for people walking and biking, and needs a major overhaul"</i></p> <p><i>'Recent studies in Melbourne have found that over 70% of people are interested in cycling, but are discouraged by barriers. The most commonly reported barriers relate to riding alongside motor vehicle traffic.'</i></p> <p><i>'The single most effective intervention to encourage more cycling is to address the fear of riding in traffic through provision of safe cycling routes'</i></p> <p><i>'The City of Port Phillip has a high proportion of residents who don't have a car: 17%, compared with 8.2% in Greater Melbourne.'</i></p> <p><i>'Another important benefit of Option A is the ability to plant more street trees, to enhance the look of Inkerman St and create cooler streets on hot summer days. This would enhance the health and wellbeing of local residents and would help us to take pride in our neighborhood.'</i></p>
<b>Preference for Option B</b> (2 emails)	Email participants in support of Option B provided a number of reasons to substantiate their choice, including: <ul style="list-style-type: none"> <li>•Concerns over a loss of parking and associated impacts on businesses and residents</li> </ul>	<p><i>'Equipment that is bulky and heavy, and can only be loaded into a car, van or truck won't have access to the street'</i></p> <p><i>'The Inkerman Street project will stand idle as the Glen Eira portion of Inkerman Street bike path was rejected'</i></p>

	<ul style="list-style-type: none"> <li>• A perception that Option A was the only approach backed by Council</li> <li>• Concerns associated with emergency vehicle access, waste collection, and service deliveries</li> <li>• Cost and value considerations</li> </ul>	<p>'I ask that Council consider the feasibility of this \$7 million dollar project and whether it is value for money for ratepayers'</p>
<p><b>Preference for selecting neither design option (20 emails)</b></p>	<p>Email participants who preferred not to select either design option were substantiated by reasons including:</p> <ul style="list-style-type: none"> <li>• Concern with loss of any existing parking spaces</li> <li>• Potential impact to traffic congestion locally</li> <li>• Opposition to spending on transport safety projects</li> <li>• Dissatisfaction with Council processes</li> </ul>	<p><i>'I oppose in the strongest possible terms, the distractive and shortsighted plans of the council to install a bike path. I do not agree with any redevelopment, which removes parking spaces at all in the city of Port Phillip.'</i></p> <p><i>'please don't interfere with the inkerman street there is not enough parking as it is please organise additional parking. Cars are the future. Please raise the speed limit'</i></p> <p><i>'Few bikes pass occasionally It's fine how it is We need the car spaces as priorities'</i></p> <p><i>'I am concerned about the lack of parking on inkerman rd with the new proposed changes to bike lanes. These bike lanes should be on ALMA rd, not on inkerman rd'</i></p> <p><i>'There are not many people using bikes and you will destroy the businesses. Stop waiting our money'</i></p>

Data source: Email feedback to City of Port Phillip

### Bulk Email Submission

Council received a 'bulk email submission' of 63 emails (with 70 signatories) from an individual on the last day of the engagement period. A subsequent executed Statutory Declaration (Stat Dec) was received to support the emails after the engagement period closed. In some instances, an email was not received by the project team where a name was listed in the Stat Dec.

The Stat Dec stated that the individual had legal authority to represent and provide a project response on behalf of the 69 individuals listed in the document, including some names where a corresponding email was not received.

The Statutory Declaration noted that that the individual that provided the emails to Council:

- Had the authority to act on behalf of the Clients listed in the Statutory Declaration
- They the Clients had specifically expressed their wish that the individual to communicate their thoughts and written submission to the Council (as their Agent) regarding the project

- That the Clients had requested that the submission as objectors, sent on their behalf, be taken as communications from them and included in the Council reporting.

In all instances bar one, the same text was used in each email with the names and addresses of individuals represented changed in the email signoff.

The email conclusion expresses that the respondents be listed as objectors asking for “*no change or at worst for Option B*”. The response also included a preference for the following:

*“no change except to:*

- *Increase carpark from the current 1.97m to 2.14m as in Camden Street outside Coles*
- *Remove the centre median strip*
- *2 only additional Pedestrian crossings neither outside or within 150m of the Inkerman Hotel or Aldi”*

A review of the responses shows that 55 are considered unique, per the below table, and meeting the criteria for inclusion in the engagement feedback (i.e. email feedback received during the engagement period, the individual names were included in the Stat Dec and no other response was received from the represented party through Have Your Say).

**Table 17: Bulk Email submissions**

<b>Data Review Summary - Bulk Email-submission</b>	
A) Total number of names listed as signatories on emails	70
B) Less number of signatories not included in the Stat Dec	-10
<b>Subtotal</b> <i>i.e. Where an email signatory was corresponding with the stat dec.</i>	<b>60</b>
C) Less number of signatories that provided direct feedback through the HYS survey	-5
<b>Total</b> <i>i.e. where an email was received with a corresponding stat dec and where no HYS response was received,</i>	<b>55</b>

## **5.8 Limitations of data**

Community engagement uses the process of ‘open consultation’ - meaning anyone who is affected by or interested in the topic can participate. Efforts are made to identify and seek out interested or affected stakeholders according to their likely interest in a project. This report summarises community engagement findings from those who responded to the project, and findings are not necessarily reflective of the City of Port Phillip population by demographics.

### **Duplication in participation**

As this engagement project uses a mixed-methods approach, there is opportunity in some instances for participants to provide feedback in multiple ways, for instance, attending a community pop-up consultation and also responding to the online survey. It is important to limit participants submitting multiple responses in order to make the engagement activities as fair as possible.

To minimise multiple responses from participants in the online survey, it was mandatory for online survey participants to create a login to *Have Your Say* and submit only one response. Email addresses from the online survey have also been cross-referenced against feedback provided via email – these instances have been noted in this report where evident. There is, however, still a chance that some participants may have contributed more than one feedback across multiple engagement approaches.

### **Limitations reporting on findings by demographic cohorts**

Feedback recorded via the survey and community pop-up conversations gathered participants’ demographics, current travel and parking behaviour, anticipated changes to travel behaviour and connection to Inkerman Street. Feedback received via email or other alternative forms of contact did not provide this information, thereby presenting limitations to breaking down this feedback by cohort. Therefore, while all feedback has been analysed in the overall findings, sections of this report which provide breakdowns by cohort show survey or community pop-up conversations data only.

### **Removal of mandatory requirement in survey**

The online survey initially included a mandatory requirement to selecting a preference for Design Option A or Design Option B. In response to community feedback during the first few weeks of the engagement period, Council removed this mandatory requirement partway through the engagement process. On 9 November, the survey question “Which of the following design options would you like to see delivered along Inkerman Street?” was changed to a non-mandatory nature, so participants could provide other feedback on the project without indicating a preference for either design option. Our analysis has taken this change into account. See *Section 3.5 Recommendations for further considerations* for more detail.

In order to report on this change, the data collected before the alteration on 9 November has been reviewed to change participants’ preference of Option A or B if they explicitly stated in the free-text response that they did not want to preference either design option. While this was a necessary review, this change impacted data from subsequent questions related to design option choice.



**Table 18. Online survey participants – response summary pre and post mandatory question change**

Design Option	19 Oct – 9 Nov 2023 – Prior to survey change (number and % of total survey responses)		10 Nov – 7 Dec 2023 – After survey change (number and % of total survey responses)		Total
Preference for Option A	327	20.7%	391	24.8%	718
Preference for Option B	125	7.9%	583	36.9%	708
Neither/other – comments in text or no item selected	18	1.1%	135	8.6%	153
<b>Subtotal</b>	<b>470</b>	<b>29.7%</b>	<b>1,109</b>	<b>70.3%</b>	<b>1,579</b>

Data sources: Survey

## 6. Project Evaluation

The project engagement plan identified the following measures of success for the engagement.

**Table 19. Project evaluation**

Success Criteria	Measure	Result
Engage the broader community including (up to 200 participants) and provide feedback on concept designs developed to improve safety on Inkerman Street.	Overall participation through survey and pop-ups	<p>The engagement received feedback from 1,742 participants including residents, people with varying degrees of use and connection to Inkerman Street, and traders.</p> <p>Participants were able to email the project team directly to ask specific questions about the project. Technical experts were also present at two community pop-up conversations to answer any questions and provide more background information. Community pop-up conversations were also an opportunity for participants to give feedback about the project and have their concerns heard/feedback documented.</p>
Engage with traders and local residents who live on or around Inkerman Streets and provide feedback on concept designs developed to improve safety on Inkerman Street.	Number of traders completing online survey or visiting pop-ups	<p>Traders received visits from the project team to advise them of the consultation beginning, with postcards directing them to the <i>Have Your Say</i> project page.</p> <p>There were a total of 42 participants who responded to the survey who identified that they run a business on Inkerman Street, and a further 63 who identified that they worked on Inkerman Street.</p>
Engage with a broad section of different street users, including pedestrians, cyclists, drivers.	Number of different users completing survey and visiting pop-ups	<p>This engagement reached:</p> <ul style="list-style-type: none"> <li>• 1048 participants who lived on Inkerman or surrounding streets.</li> <li>• 3093 who travelled along, visited, worked on or used public transport on Inkerman St.</li> <li>• 808 cyclists &amp; e-scooters.</li> <li>• 1253 car or truck drivers.</li> <li>• 662 who park on Inkerman Street.</li> <li>• 832 who park on surrounding streets</li> <li>• 1112 pedestrians.</li> </ul>
To understand the different needs of different demographics including older people and people with disability.	Number of participants with different demographic characteristics	<p>This project achieved representation from a diversity of gender, people with disability and people who speak another language at home:</p> <ul style="list-style-type: none"> <li>• Participants who speak a language other than English at home: 185</li> <li>• Participants who identified as a person with disability: 110</li> </ul>

		<ul style="list-style-type: none"> <li>• Participants who identified as female: 746</li> <li>• Participants aged 60+ years: 348</li> </ul>
Inform traders and residents of the benefits of the proposed pedestrian priority crossings.	Communications reach	<ul style="list-style-type: none"> <li>• Estimated communications reach of over 22,000 (see Section 3.4 <i>Estimated project reach</i> for more detail)</li> </ul>

### 6.1 Recommendations for future engagement processes

There were a number of considerations highlighted throughout this consultation for Council to improve engagement processes in future. Below are some recommendations we offer to address barriers to participation and project success in Council's future engagement projects:

#### Design and technical communications

Technical experts from the project team were unable to attend the first pop-up (9 November 12:00 pm–2:00 pm). This led to tensions with pop up participants who were seeking clarification on technical aspects of the proposed design options. We recommend future engagement projects containing technical aspects ensure the presence of a technical expert at every community pop-up conversation, to ensure participants seeking clarification on proposed design options can seek a deeper understanding of the details.

#### Survey development

The online survey initially included a mandatory requirement to select a preference for Design Option A or Design Option B for the question; '*Which of the following design options would you like to see delivered along Inkerman Street?*'. In response to community feedback during the first few weeks of the engagement period, Council removed this mandatory requirement on the 9th of November. The changes allowed participants to proceed through the survey without selecting either option to provide other feedback on the project without indicating a preference for either design option. Our analysis has taken this change into account. We recommend making questions of this nature non-mandatory in future to allow for survey completion and participation. We recommend the inclusion of two option choice questions to be supported by strong communications on the non-negotiable nature of the project in future.

#### Communicating car parking solutions

A shared concern among participants was the availability of car parking options. We recommend that providing detailed information on parking modelling and solutions on this and other future similar projects may alleviate some of the concerns that participants are having about possible changes to Inkerman Street.

**Keeping people informed and sharing the data**

Engagement on this project has already created significant interest and aspirations for the Port Phillip community, for those who participated, read a post online or were engaged at a pop-up. We recommend the following measures to keep people informed:

- Issue a statement and update the Council project page thanking participants for participating in the project and for sharing their ideas.
- Due to the close nature of the engagement findings, follow-up communications should clearly address questions and concerns raised by community members, keep people informed about the next steps of the project, and provide a detailed explanation of project outcomes.
- We have collected a substantial level of data that may be used by other departments. Consider ways you can share this data such as creating a snapshot of the engagement data, to bring it to life with infographics to help participants digest the information in an easy form.

## 7. Appendices:

### Appendix 1: Survey Questions

#### Help Improve Road Safety on Inkerman Street – Take the Survey

Have your say on design options to prioritise road safety along Inkerman Street for our community. Tell us which concept design you would like to see delivered along Inkerman Street. This survey takes 5-7 min. Please complete this survey and post it back to us using the reply-paid envelope by Tuesday 5 December 2023.

Council is investigating opportunities to improve safety on Inkerman Street, between St Kilda Road and Hotham Street. Inkerman Street has a high number of crashes compared to other Council-managed roads, with 33 recorded crashes between St Kilda Road and Hotham Street in the 5-year period ending June 2022. 14 of the 33 crashes resulted in a serious injury.

The road surface of Inkerman Street between St Kilda Road and Westbury Street is in average to poor condition and is scheduled for re-sheeting, which provides an opportunity to address existing safety concerns in this area while conducting maintenance. Concept designs have been developed to improve safety on Inkerman Street. We'd like to hear from you about which design option you'd like to see delivered.

What's your connection to Inkerman Street? Required

Select all that apply
<input type="checkbox"/> I live on Inkerman Street
<input type="checkbox"/> I live on one of the streets surrounding Inkerman Street
<input type="checkbox"/> I run a business on Inkerman Street
<input type="checkbox"/> I travel through Inkerman Street
<input type="checkbox"/> I visit shops, leisure or services on Inkerman Street
<input type="checkbox"/> I work on Inkerman Street
<input type="checkbox"/> I visit friends or family on or near Inkerman Street
<input type="checkbox"/> I travel along Inkerman Street to access public transport
<input type="checkbox"/> Other (tell us here)

How do you currently travel along Inkerman Street?

Select all that apply
-----------------------

<input type="checkbox"/> Walk or run
<input type="checkbox"/> Ride a bike
<input type="checkbox"/> Ride an e-scooter
<input type="checkbox"/> Ride a motorbike
<input type="checkbox"/> Drive a car or truck
<input type="checkbox"/> Take a bus
<input type="checkbox"/> Take a community bus
<input type="checkbox"/> Use carshare
<input type="checkbox"/> Other (tell us here)

Do you currently park on Inkerman Street or the surrounding streets?

Select all that apply
<input type="checkbox"/> I park on Inkerman Street
<input type="checkbox"/> I park on the surrounding streets within a 5-minute walk
<input type="checkbox"/> Neither of these apply to me



Images of Inkerman Street in its present condition

What changes or additions would you like to see on Inkerman Street?

Select all that apply
<input type="checkbox"/> Wider parking bays to accommodate larger vehicles
<input type="checkbox"/> Separation between parked cars and bike lanes
<input type="checkbox"/> Priority pedestrian crossings
<input type="checkbox"/> Separation between bike lanes and traffic lanes
<input type="checkbox"/> Separation of bikes from general traffic on approach to intersections

<input type="checkbox"/> Protected kerbside bike lanes
<input type="checkbox"/> Upgrade of the existing planting
<input type="checkbox"/> Additional tree planting
<input type="checkbox"/> None of the above

The next question will ask you about which design option you prefer. Here's some information about each design option to help you make your choice.



#### Design Option A – quick summary

Physically protected kerbside bike lanes, with parking on the southern side of the street.

Additional design features include:

- Three dedicated pedestrian crossings with flashing lights
- Kerb outstands at side streets
- Signalised 'early start' for pedestrians and bike riders at intersections
- Green bike lane treatments at intersections and conflict points
- Planting of 26 in-road trees
- Safer speed limit of 40km/h
- Widened parking bays to accommodate SUVs and larger vehicles

This option provides the safest outcome for all road users.

It involves the removal of 116 parking spaces, resulting in a supply of 64 on-street parking spaces on Inkerman Street, and a total supply of 517 spaces including side streets within a 100m catchment (approx. 2 min walk).

This option includes a net gain of 26 in-road trees.

## Option B: On-road Buffered bike lanes:



### Design Option B – quick summary

Painted buffered bike lanes located between parking and traffic lanes, with parking on both sides of the street.

Additional design features include:

- Three dedicated pedestrian crossings with flashing lights
- Kerb outstands at intersections where crashes have occurred
- Signalised 'early start' for pedestrians and bike riders at intersections
- Green bike lane treatments at intersections and conflict points
- Planting of 3 in-road trees
- Safer speed limit of 40km/h
- Widened parking bays to accommodate SUVs and larger vehicles

This option involves the removal of 20 parking spaces, resulting in a supply of 160 on-street parking spaces on Inkerman Street, and a total supply of 613 spaces including side-streets within a 100m catchment (approx. 2 min walk).

This option includes a net gain of 3 in-road trees.

Which of the following design options would you like to see delivered along Inkerman Street?

Select one answer only
<input type="radio"/> Option A - Kerbside protected bike lanes
<input type="radio"/> Option B - On-road buffered bike lanes

We'd like to hear a little more about why you chose this design option. Tell us which of these priorities were MOST important to LEAST important to you in making your choice.

Number the priorities from 1 - 7, with 1 being the MOST important priority.
---



<input type="checkbox"/>	Increasing safety for all road users
<input type="checkbox"/>	Providing safer and more inclusive crossing options for pedestrians (for people of all ages and abilities)
<input type="checkbox"/>	Providing safer riding options
<input type="checkbox"/>	Lowering local transport emissions and pollution
<input type="checkbox"/>	Reducing traffic congestion by providing active transport options
<input type="checkbox"/>	Increased greening and street trees
<input type="checkbox"/>	Maintaining on-street parking

If your preferred design option was to go ahead, would any of the following statements apply to you?

Select all that apply

<input type="checkbox"/>	I would be more likely to ride a bike or scooter than I do now
<input type="checkbox"/>	I would be more likely to walk than I do now
<input type="checkbox"/>	I would be more likely to catch public transport than I do now
<input type="checkbox"/>	I would be more likely to drive than I do now
<input type="checkbox"/>	I would feel safer walking, riding or driving than I do now
<input type="checkbox"/>	I don't think any of these would apply to me

Is there any other feedback you'd like to provide?

If so, tell us below

#### A bit about you

Please tell us a little bit about yourself so that we can understand who we're hearing from. If you'd like to understand how your information is used you can read our privacy policy at <https://haveyoursay.portphillip.vic.gov.au/privacy-policy> or by contacting Council's Privacy Officer via ASSIST on 03 9209 6777.

Please indicate your age group (Required)

Select one answer only	
<input type="radio"/>	15 to 17 years

<input type="radio"/> 18 to 24 years
<input type="radio"/> 25 to 34 years
<input type="radio"/> 35 to 49 years
<input type="radio"/> 50 to 59 years
<input type="radio"/> 60 to 69 years
<input type="radio"/> 70 to 84 years
<input type="radio"/> 85 years and over
<input type="radio"/> I'd prefer not to say

Which gender do you identify with? (Required)

Select one answer only
<input type="radio"/> Female (woman or girl)
<input type="radio"/> Male (Man or boy)
<input type="radio"/> Non-binary
<input type="radio"/> I'd prefer not to say
<input type="radio"/> I use a different term (please specify)

What is your residential suburb? (Required)

Select one answer only
<input type="radio"/> Albert Park
<input type="radio"/> Balaclava
<input type="radio"/> Elwood
<input type="radio"/> Melbourne
<input type="radio"/> Middle Park
<input type="radio"/> Port Melbourne
<input type="radio"/> Ripponlea
<input type="radio"/> South Melbourne

<input type="radio"/> Southbank
<input type="radio"/> St Kilda
<input type="radio"/> St Kilda East
<input type="radio"/> St Kilda West
<input type="radio"/> Windsor
<input type="radio"/> Prefer not to say
<input type="radio"/> Other, please specify

Select as many of the following statements that apply to you (Required)

Select all that apply
<input type="checkbox"/> I am from an Aboriginal and/or Torres Strait Islander background
<input type="checkbox"/> I speak a language other than English at home
<input type="checkbox"/> I am a person with disability
<input type="checkbox"/> I identify as LGBTIQ+
<input type="checkbox"/> I consider myself financially disadvantaged
<input type="checkbox"/> I'd prefer not to say
<input type="checkbox"/> None of these apply to me

Have you provided feedback on any other City of Port Phillip projects in the past 12 months?  
(Required)

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

If you would like a copy of your survey responses, please provide your contact details below.

## Have Your Say Port Phillip

Report Type: Form Results Summary

Date Range: 17-10-2023 - 08-12-2023

Exported: 21-02-2024 10:37:54

Closed

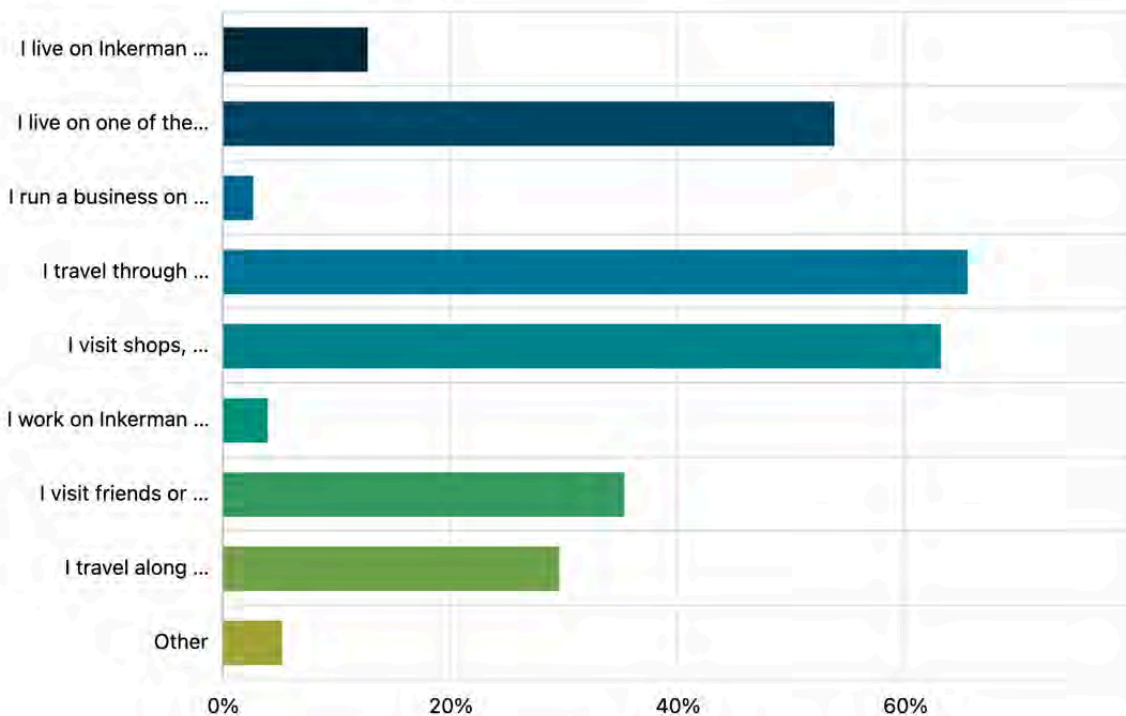
Take the survey

[Help Improve Road Safety on Inkerman Street](#)1,571  
Contributors1,571  
Contributions

### Contribution Summary

#### 1. What's your connection to Inkerman Street? Required

Multi Choice | Skipped: 1 | Answered: 1,570 (99.9%)

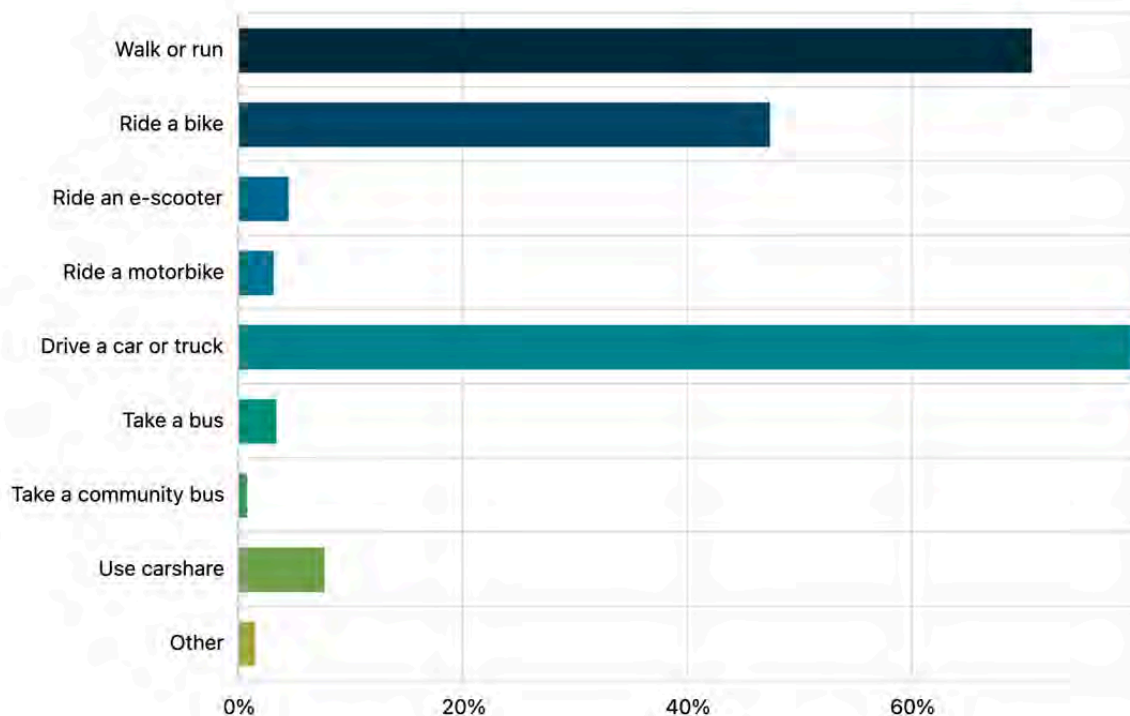


Answer choices	Percent	Count
I live on Inkerman Street	12.68%	199
I live on one of the streets surrounding Inkerman Street	53.69%	843
I run a business on Inkerman Street	2.61%	41
I travel through Inkerman Street	65.41%	1,027
I visit shops, leisure or services on Inkerman Street	63.06%	990
I work on Inkerman Street	3.89%	61

I visit friends or family on or near Inkerman Street	35.22%	553
I travel along Inkerman Street to access public transport	29.49%	463
Other	5.16%	81

**2. How do you currently travel along Inkerman Street?** Required

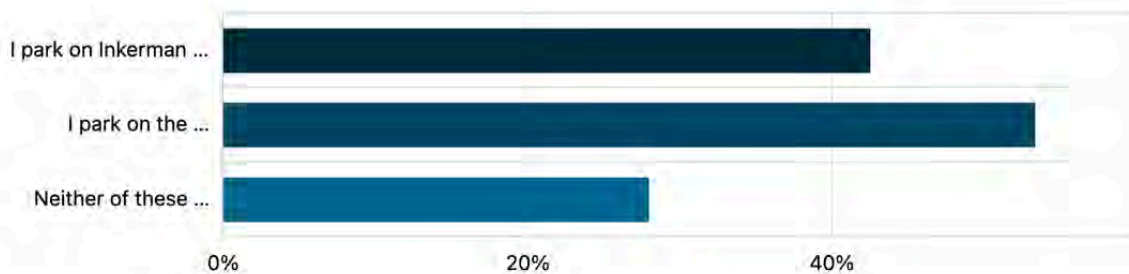
Multi Choice | Skipped: 1 | Answered: 1,570 (99.9%)



Answer choices	Percent	Count
Walk or run	70.57%	1,108
Ride a bike	47.26%	742
Ride an e-scooter	4.39%	69
Ride a motorbike	3.06%	48
Drive a car or truck	79.87%	1,254
Take a bus	3.31%	52
Take a community bus	0.70%	11
Use carshare	7.58%	119
Other	1.40%	22

**3. Do you currently park on Inkerman Street or the surrounding streets?** Required

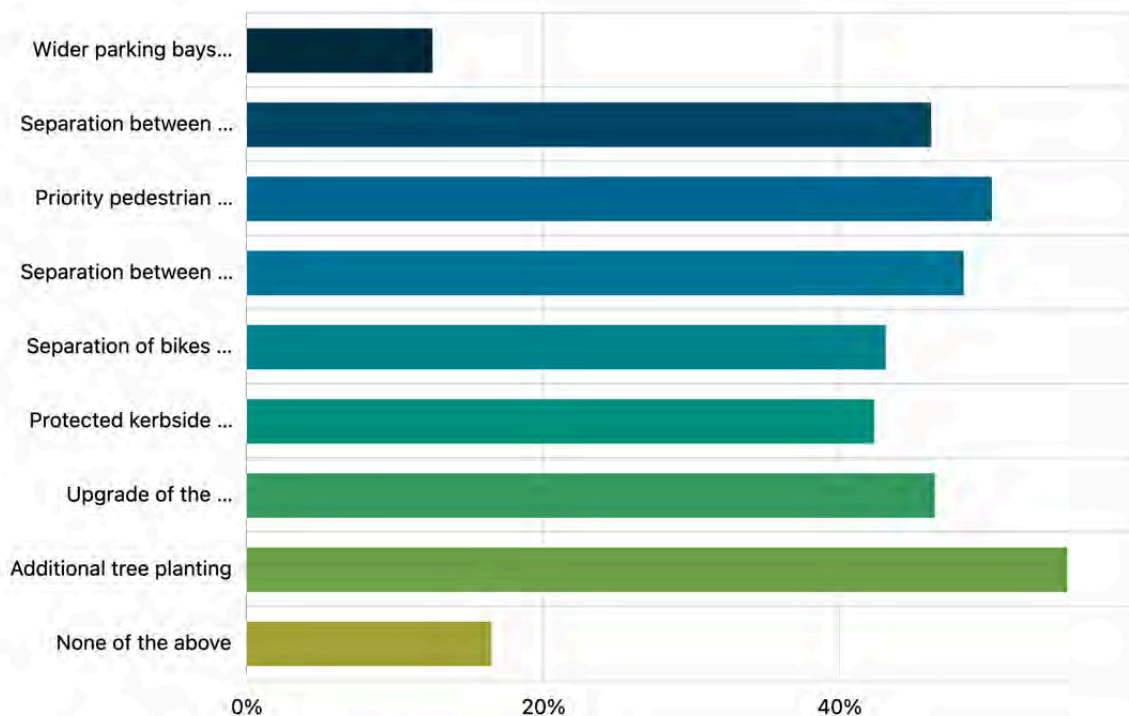
Multi Choice | Skipped: 11 | Answered: 1,560 (99.3%)



Answer choices	Percent	Count
I park on Inkerman Street	42.50%	663
I park on the surrounding streets within a 5-minute walk	53.33%	832
Neither of these apply to me	27.95%	436

**4. What changes or additions would you like to see on Inkerman Street?**

Multi Choice | Skipped: 34 | Answered: 1,537 (97.8%)



Answer choices	Percent	Count
Wider parking bays to accommodate larger vehicles	12.49%	192
Separation between parked cars and bike lanes	46.13%	709
Priority pedestrian crossings	50.23%	772
Separation between bike lanes and traffic lanes	48.34%	743
Separation of bikes from general traffic on approach to intersections	43.07%	662
Protected kerbside bike lanes	42.29%	650
Upgrade of the existing planting	46.39%	713
Additional tree planting	55.30%	850
None of the above	16.46%	253



**5. Which of the following design options would you like to see delivered along Inkerman Street?** Required  
Multi Choice | Skipped: 91 | Answered: 1,480 (94.2%)

Option A - Kerbside...

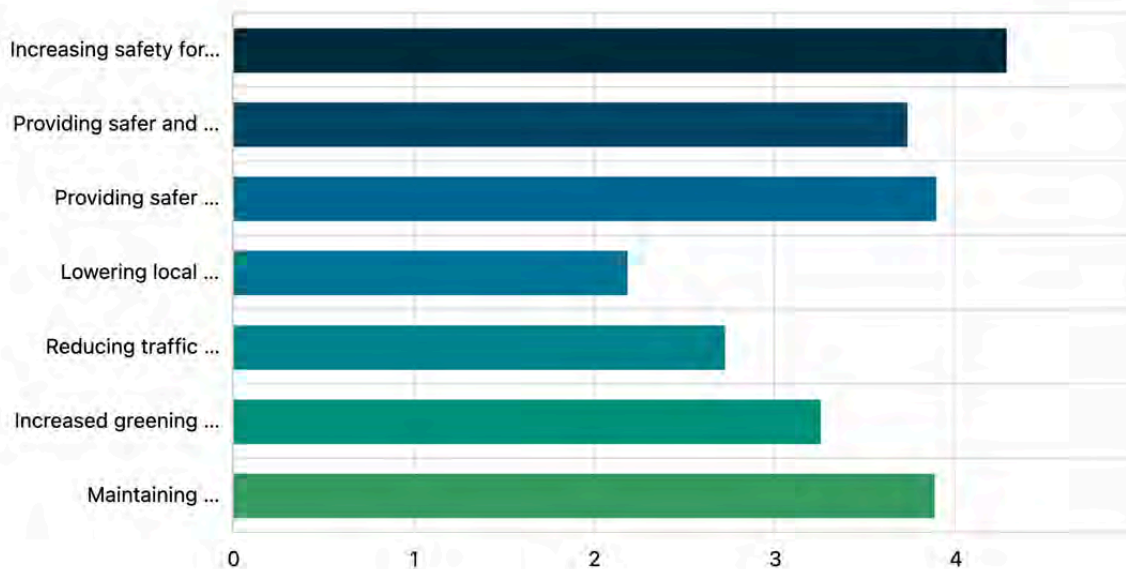
Option B - On-road ...

0% 20% 40%

Answer choices	Percent	Count
Option A - Kerbside protected bike lanes	48.45%	717
Option B - On-road buffered bike lanes	51.55%	763
<b>Total</b>	<b>100.00%</b>	<b>1,480</b>

**6. We'd like to hear a little more about why you chose this design option. Tell us which of these priorities were MOST important to LEAST important to you in making your choice.**

Ranking | Skipped: 146 | Answered: 1,425 (90.7%)

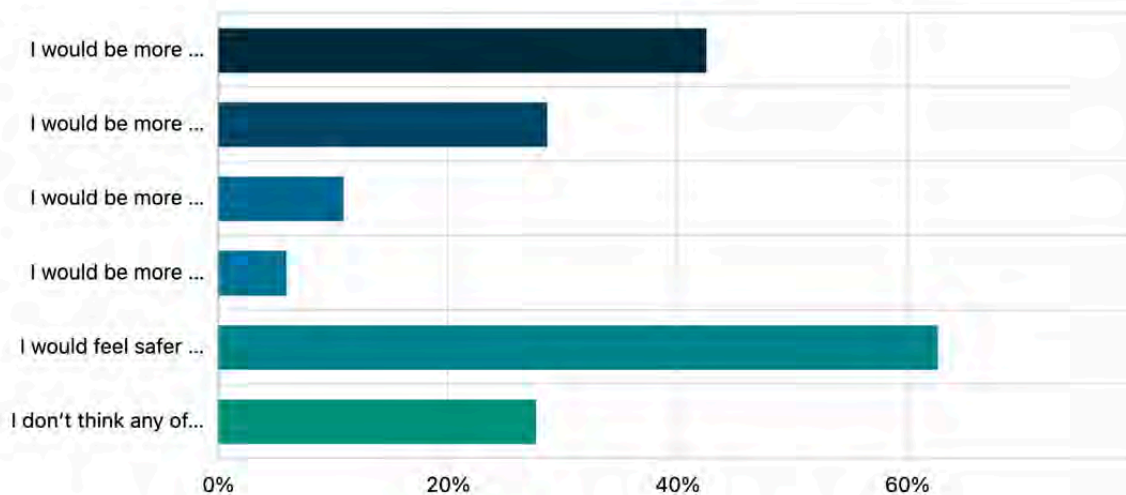


	1	2	3	4	5	6	7	Count	Score	Avg Rank
Increasing safety for all road users	21.29% 251	27.99% 330	20.78% 245	14.42% 170	7.97% 94	6.79% 80	0.76% 9	1,179	4.28	2.83
Providing safer and more inclusive crossing options for pedestrians (for people of all ages and abilities)	10.31% 118	22.55% 258	24.21% 277	19.93% 228	12.85% 147	7.87% 90	2.27% 26	1,144	3.73	3.35
Providing safer riding options	30.84% 351	16.52% 188	13.36% 152	12.65% 144	10.11% 115	7.64% 87	8.88% 101	1,138	3.89	3.13
Lowering local transpo	2.00% 21	6.09% 64	9.13% 96	13.89% 146	23.98% 252	26.36% 277	18.55% 195	1,051	2.18	5.05

rt emissio ns and pollutio n										
Reducin g traffic congesti on by providin g active transpo rt options	3.63% 39	12.01% 129	16.39% 176	15.83% 170	22.16% 238	22.25% 239	7.73% 83	1,074	2.72	4.39
Increas ed greenin g and street trees	8.01% 91	17.78% 202	16.99% 193	19.10% 217	14.35% 163	16.20% 184	7.57% 86	1,136	3.25	3.93
Maintai ning on- street parking	43.45% 554	8.00% 102	4.08% 52	2.90% 37	2.35% 30	3.76% 48	35.45% 452	1,275	3.88	3.66
<p><b>Score</b> - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.</p> <p><b>Avg Rank</b> - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.</p>										

**7. If your preferred design option was to go ahead, would any of the following statements apply to you?**

Multi Choice | Skipped: 33 | Answered: 1,538 (97.9%)

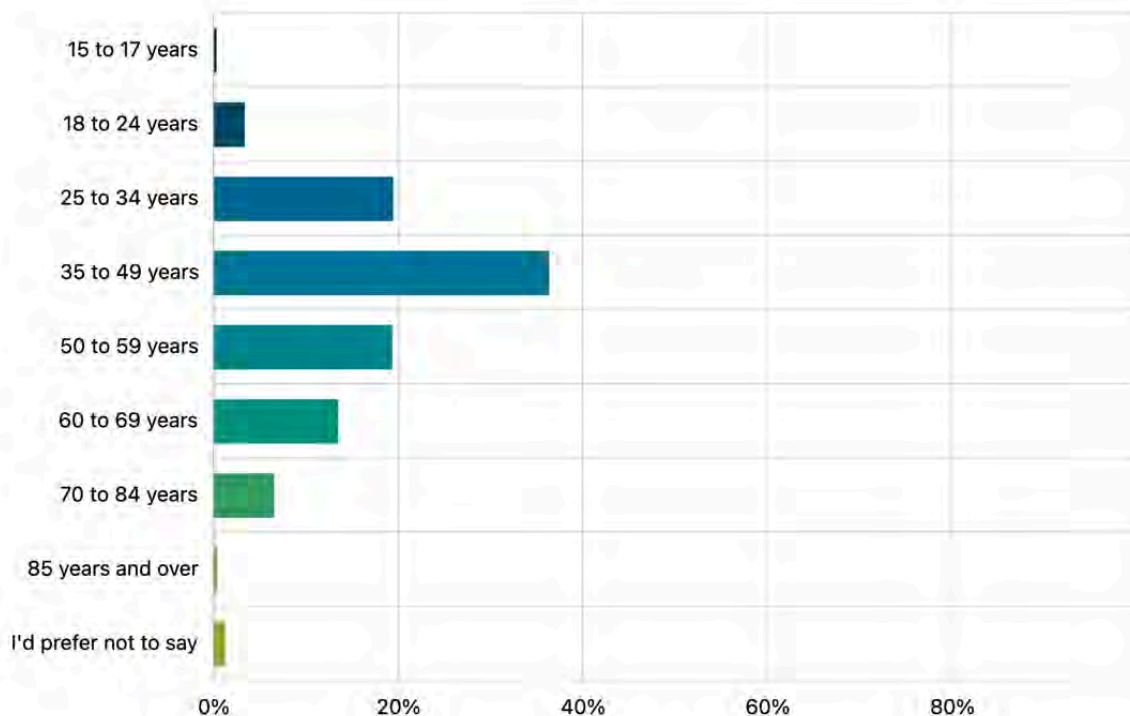


Answer choices	Percent	Count
I would be more likely to ride a bike or scooter than I do now	42.46%	653
I would be more likely to walk than I do now	28.61%	440
I would be more likely to catch public transport than I do now	10.86%	167
I would be more likely to drive than I do now	5.92%	91
I would feel safer walking, riding or driving than I do now	62.61%	963
I don't think any of these would apply to me	27.63%	425

<b>8. Is there any other feedback you'd like to provide?</b> Long Text   Skipped: 670   Answered: 901 (57.4%)
<b>Sentiment</b>  No sentiment data
<b>Tags</b>  No tag data
<b>Featured Contributions</b>  No featured contributions

**9. Please indicate your age group** Required

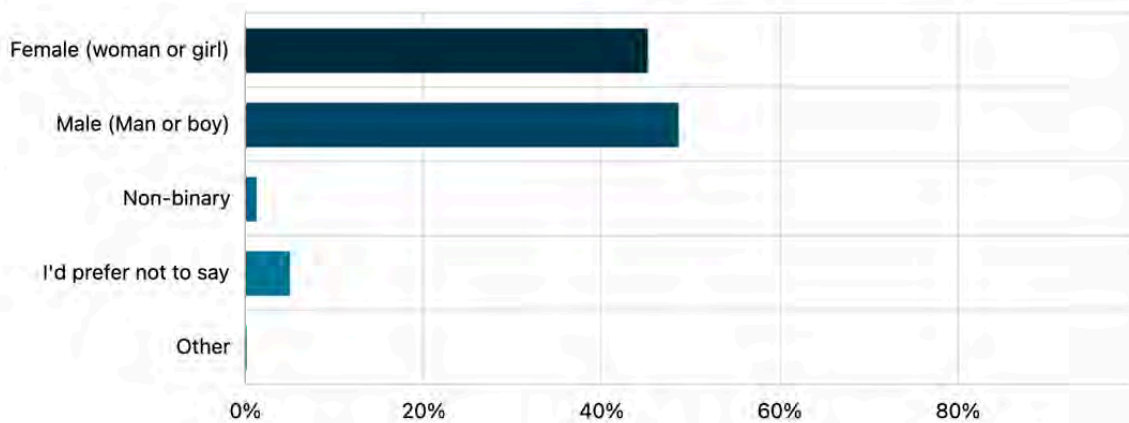
Select Box | Skipped: 0 | Answered: 1,571 (100%)



Answer choices	Percent	Count
15 to 17 years	0.25%	4
18 to 24 years	3.31%	52
25 to 34 years	19.41%	305
35 to 49 years	36.28%	570
50 to 59 years	19.29%	303
60 to 69 years	13.43%	211
70 to 84 years	6.49%	102
85 years and over	0.32%	5
I'd prefer not to say	1.21%	19
<b>Total</b>	<b>100.00%</b>	<b>1,571</b>

**10. Which gender do you identify with?** Required

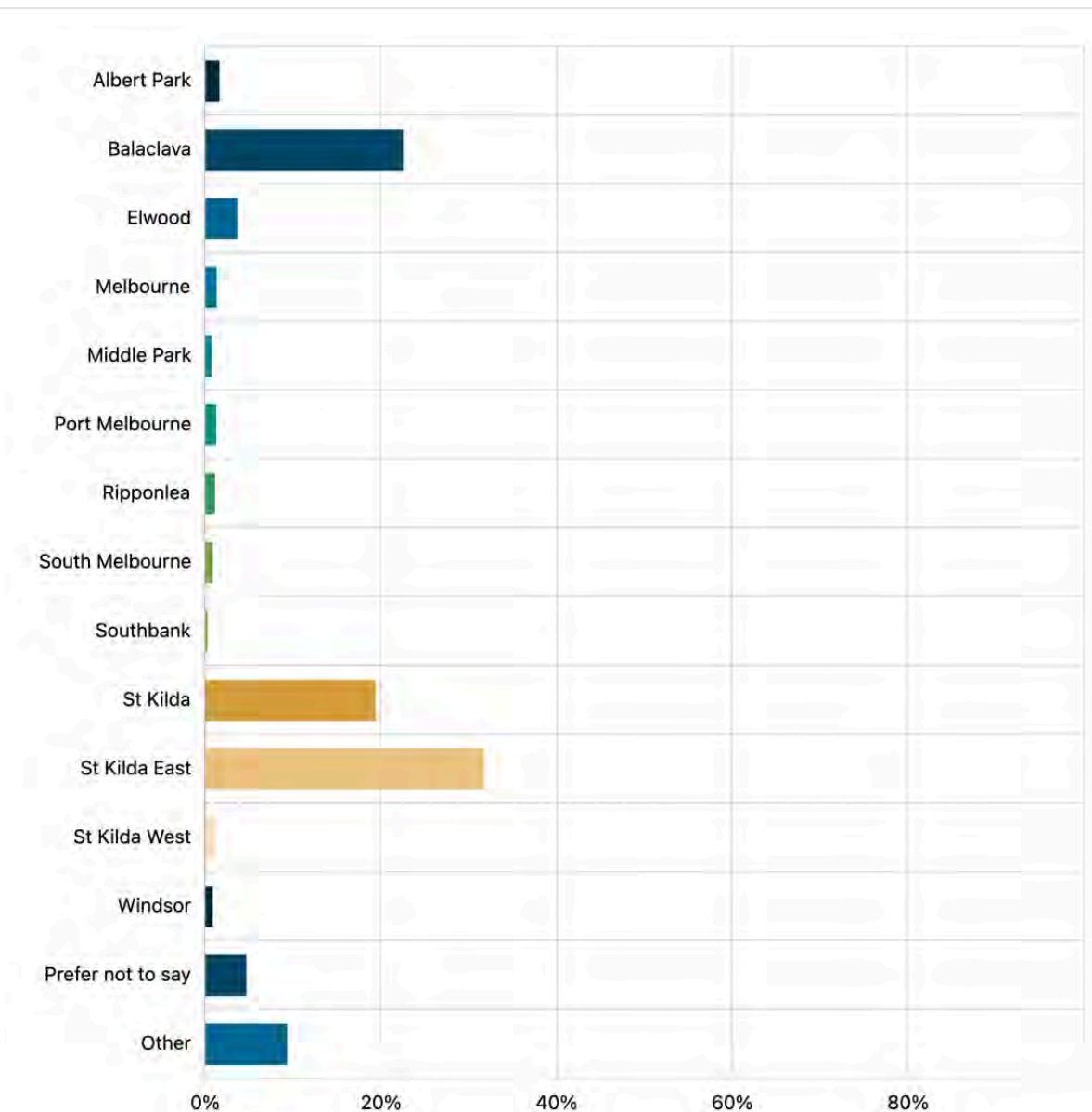
Select Box | Skipped: 0 | Answered: 1,571 (100%)



Answer choices	Percent	Count
Female (woman or girl)	45.13%	709
Male (Man or boy)	48.57%	763
Non-binary	1.21%	19
I'd prefer not to say	4.96%	78
Other	0.13%	2
<b>Total</b>	<b>100.00%</b>	<b>1,571</b>

**11. What is your residential suburb? Required**

Select Box | Skipped: 1 | Answered: 1,570 (99.9%)



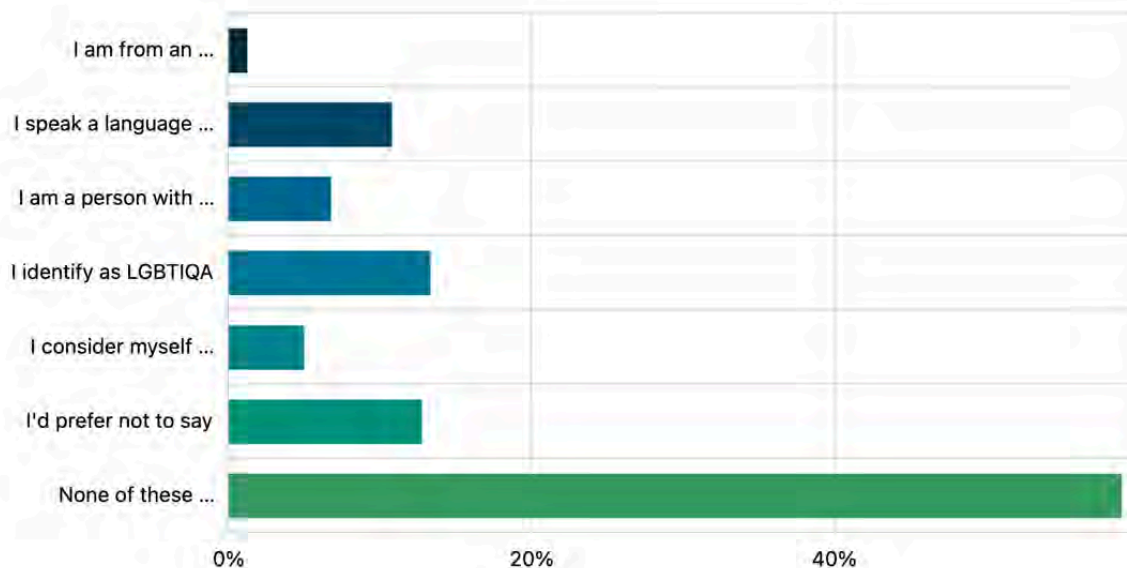
Answer choices	Percent	Count
Albert Park	1.59%	25
Balaclava	22.48%	353
Elwood	3.63%	57
Melbourne	1.27%	20



Middle Park	0.70%	11
Port Melbourne	1.21%	19
Ripponlea	1.08%	17
South Melbourne	0.83%	13
Southbank	0.25%	4
St Kilda	19.36%	304
St Kilda East	31.72%	498
St Kilda West	1.08%	17
Windsor	0.83%	13
Prefer not to say	4.65%	73
Other	9.30%	146
<b>Total</b>	<b>100.00%</b>	<b>1,570</b>

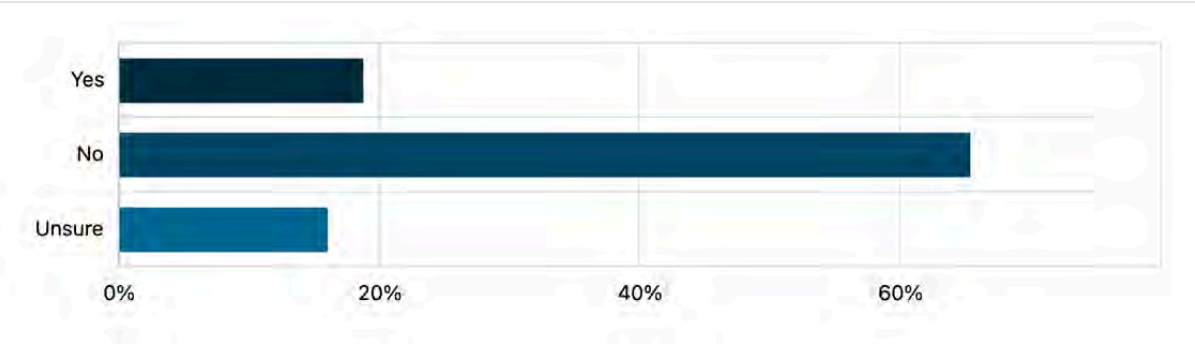
**12. Select as many of the following statements that apply to you** Required

Multi Choice | Skipped: 0 | Answered: 1,571 (100%)



Answer choices	Percent	Count
I am from an Aboriginal and/or Torres Strait Islander background	1.21%	19
I speak a language other than English at home	10.76%	169
I am a person with disability	6.75%	106
I identify as LGBTIQA	13.30%	209
I consider myself financially disadvantaged	4.96%	78
I'd prefer not to say	12.73%	200
None of these apply to me	58.94%	926

**13. Have you provided feedback on any other City of Port Phillip projects in the past 12 months?** Required  
Multi Choice | Skipped: 0 | Answered: 1,571 (100%)



Answer choices	Percent	Count
Yes	18.71%	294
No	65.31%	1,026
Unsure	15.98%	251
Total	100.00%	1,571

Help Improve Road Safety On Inkerman Street - Deidentified Survey and Pop-up Data
Is there any other feedback you'd like to provide?
<ul style="list-style-type: none"> <li>- It would be worth considering including permit parking for one side of the side streets (Evelyn, King, Queen, Linton etc) to ensure that those residents have parking available to them. The other side could remain as is.</li> <li>- Some Inkerman Street intersections would benefit from marked pedestrian crossings.</li> <li>- Consideration should be given to how this can be integrated with corner or locations of commercial uses (eg Neighbour's cafe, post office hotel, Blencowles) so that footpath / kerb treatments and landscaping are pedestrian friendly and encourage outdoor dining / greater interaction with the street. Bike hoops outside would be good and / or seating.</li> <li>- u turns outside ALDI could be prevented through design measures.</li> <li>- landscaping at the end of connecting street is a great idea to provide a stronger link and more uniform approach to public greening.</li> </ul>
<p>-This idea was voted against by Glen Eira Council .</p> <p>The old idea of a corridor to Caulfield station from St Kilda Rd has not been accepted by this large majority of road users.</p> <p>Just resurface Inkerman street as due and add a few more trees as needed.</p> <p>-Raised pedestrian crossings &amp; lower speed limits would impede emergency vehicals. Firetrucks, ambulance and police traffic will be impeded to be able to move quickly down the street.</p> <p>-Early start for pedestrians and bike riders would cause more accidents where drivers run orange lights at those 3 intersections- Hotham, Westbury, Chapel streets.</p> <p>-Parking does not affect bike riding.</p> <p>-Implementing B proposal would create more danger for pedestrians stepping off the foot path into the path of cyclists, scooter riders, skateboarders- Very much like the danger presently in Beaconsfeild Parade along the beach.</p> <p>-South side cyclists given priority over North side cyclists???? why does this always happen in East St Kilda??</p> <p>-Which deptn. would maintain proposed garden beds when, at present no one maintains traffic- island vegetation or garden beds in Hewitson Reserve.</p> <p>-Removal of existing Eucalypts &amp; centre traffic saftey islands would not make the street any safer to bike riders, cars or pedestrians. These trees help shade and enhance Inkerman st. at present and are refuge for pedestrians crossing.</p> <p>-Not everyone would walk to the 3 proposed designated crossings , as they will cross where conveniet to their destination as they do now .</p>
<p>[Basketball Players at PCYC] rely on street parking being available on Inkerman Street to attend games. Parking can already be difficult to find, especially early in the evening. Losing any significant amount of parking bays could seriously affect [the ability to run this service].</p>
<p>[I am a local resident], this idea of reducing the amount car spaces and replacing them with on street garden beds is completely unnecessary. not only will it remove much needed parking, but also create dangerous tripping hazards for the young and the elderly. not to mention they will be trashed and full weeds, rubbish and disused household items in no time. Not at all very welcoming. please take the common sense approach and simply paint green bike lanes down both sides off the street and drop the road speed to 40km. on another note. i have a friend who works for council and they have informed me that</p>

<p>council has just received their budget for the year and that is why this silly idea has been formulated. also noting that this process I'm going through right now will be ignored and you brain child will go ahead and the community will be ignored.</p>
<p>[I commute to Inkerman Street.] I find the challenges undermining the ease of parking can be quite stressful now. The consequences of removing nearly two thirds of parking from Inkerman St will be a real disincentive to visit family in the area and enjoy range of venues.</p> <p>Others, like myself will be discouraged from visiting the area, which doesn't just impact family, social connection but detracts from the flow of custom to local business.</p> <p>Side streets are already often parked out now, with vacancies non existant in Marriot St and Fiona Ct becoming increasingly so.</p> <p>I t is hard to imagine just how far from my [family member's] I will need to search for an ellusive park. The degree of difficulty, particularly when involving mutiple trips to and from my car will be added to by concerns of safety for a female navigating the task alone any time of the day or night.</p>
<p>[My] customers including the elderly ones, delivery drivers, rubbish collection will find it more difficult to have easy access to my [business type redacted]. Why not just improve the existing bike lane and keep it as it is.</p>
<p>[We live locally] which is one of the streets that run off Inkerman. We pay annually for a residential parking permit however at times struggle to find a park close to our home despite one side of the street being Permit Parking. This is mostly due to the people frequenting both the PCYC and Aldi supermarket who will park in Henryville when they can't find a park on Inkerman. By reducing the ability for cars to park along Inkerman (or in the case of Option A removing every single car space on the north side of the street - 116 spaces!) this is going to make finding a park almost impossible. Not only will it affect residents but will also have a detrimental affect on the many small businesses along Inkerman. I would prefer neither option as both reduce the car spaces. Paint the existing bike lanes green and reduce the speed limit to 40 to improve safety but please don't take out much needed car spaces.</p>
<p>[We manage a local business) and it is extremely vital that there is adequate parking out the front for our [customers] to park. In paticular for those that have mobility issues.</p> <p>Removing bays will not only effect our business in the long term but it will discourage people to [visit] Inkerman Street [along with other similar businesses], if parking is not readily available out the front. We are so lucky to have the car spaces that are there and it would be a huge loss for Inkerman street residents/visitors/businesses if they were taken away just to benefit the few bike riders that come past and the aesthetic of the street. We would also struggle to receive and send deliveries such as [items] as there would be no space for [redacted] vans to park, and use there trolleys - approximately once a week there is someone in our building [redacted] with [redacted] vans parking right out the front. It would be extremely dangerous for [redacted] vans to park further away and have to move [redacted] across the busy street.</p>

<ul style="list-style-type: none"> <li>• Car transportation forms an integral part of our society. It is a mode of transport upon which I, like the vast majority, depend for meeting my mobility needs on a day to day basis. Any proposal where that opportunity is diminished would affect my health and wellbeing. This would deny managing access to family and friends with reciprocal visits and result in social isolation. Additionally, my age and physical challenges and the resultant disability parking permit which I currently hold would be rendered ineffectual in meeting my needs to access convenient parking after no longer available in my street.</li> <li>• With time, the need for support from home care services will require access to our homes in which we wish to continue living. Exacerbating the difficulties of access from diminished parking will be counter to maintaining that as a desirable and viable prospect.</li> </ul>
<p>1. We need a safe pedestrian crossing or island at the Nelson Street/Inkerman Street/Raglan Street intersection. It is very dangerous for drivers (blind spots) and pedestrians alike. There is a lot of foot traffic due to the Alma Park/Carlisle street (and kindergarten) cut through, most of the pedestrians have dogs and/or children and prams. It's frightening.</p> <p>2. Private delivery trucks/garbage trucks for [business name redacted] (and complex) parking in the middle of Inkerman street loading/unloading huge bins and deliveries. This is very dangerous and always seems to be in peak hour. The trucks are far wider than the middle strip so you have to swerve, also the the drivers fling their door open and suddenly jump out onto the road.</p> <p>3. We need to improve the look of Inkerman street/Westbury Street and generally St Kilda East area, it looks dirty, unkept (weeds/tagging) and lacks the greenery/planned landscaping that most other areas of St Kilda has. We pay our rates like the rest of the area, why should the part we live in look so derelict?</p> <p>4. The footpaths in St Kilda East are not upkept and need replacing. Why are they all asphalt, they should be proper concrete footpaths with nature strips like other areas of St Kilda and COPP? The black asphalt is very bad for dog paws in summer, yet most are made of this.</p> <p>5. The train bridge over Inkerman Street near Nelson looks old, tagged and unkept with weeds growing around the bridge. This should be rejuvenated for example, commission a street artist to make it align visually with the rest of the area and increase community belongingness.</p> <p>A contributing factor to the accidents and unsafe behaviour is impatience. Reducing car parking and speed limit is only going to increase the impatience and unsafe behaviour. As someone that lives in a side street off Inkerman, people jostling for parking is a major issue. Removing car parks is just going to put the problem in the side streets. Car ownership is increasing not decreasing, decreasing available car parks will contribute to competitiveness to get a park &amp; worse bad driver behaviour. Please do not decrease the car parking. Removing places is not going to make people give up their cars. Plus ride shares need somewhere to safely stop.</p> <p>Pedestrian crossings are a great idea, and I can see the value from my experience as both a pedestrian &amp; driver on Inkerman Road. A lot of pedestrians cross Inkerman to head to Alma Park or to Carlisle St &amp; the station. Anything that helps them safely cross will be a positive step forward. And help prevent impatient cars swerving around the crossing pedestrians.</p>

Near Aldi is particularly bad, it appears to me that drivers struggle to get good line of sight & opportunity to exit the Aldi car park safely. Maybe a pedestrian crossing there would help create breaks in the traffic for cars to exit the Aldi car park.
A major factor to protect cyclists and pedestrians on Inkerman Street is to enforce road usage rules. Cyclists ride on the footpath and the road, sometimes disobey the traffic lights, wear dark clothing, do not use bike lights at night and ride erratically. I have lived in St Kilda for years and observe the advent of E-scooter riders, who often do not adhere to road rules, make road usage more hazardous.
A pedestrian crossing at intersection of Nelson and Inkerman streets is badly needed. We generally have to stand in middle of traffic to cross.
A separate bike lane protected from the road would be a great addition
A significant number of people parking in the area are people working on Carlisle St or catching the train from Balaclava station. So permit parking should be implemented in the surrounding streets, especially for residents who do not have off street parking.
Adding more accessible and safer options to travel from Option A would coincide nicely with the public transport systems in the area, improving movement in the area and potentially business as more people are encouraged to use active transport such as walking and cycling, which would help the nearby businesses due to less space being denoted to cars for parking, which limit how many people can enter a business at any given time due to parking space, while movement options in the area are also inflexible/unpleasant
Adding more bike lanes and cutting car spaces is a massively ridiculous concept and such a waste of TAXPAYERS money for such a ludicrous outcome – Making streets narrow and cutting car spaces so to damage small business that alien Inkerman Street, please explain. This is obviously a great time to sack those involved, as they are clearly out of touch of what is really needed, how to wisely send funds and deliver what the people want.
After the horrible trial of bike lane on westbury street, and potential loss of parking will have negative impact on surrounding streets which already struggle for availability
Alot of people park and travel to small businesses on that street and to lose all of those car parking spots I think would effect the businesses and parking on side streets. I think it isn't worth the investment with those negative points. The surrounding streets have sent out letters in trying to get people not to pick A and I agree with them.
Already a lot occur in that part of inkerman, the option B is a better fit for all
Alternative entry point for traffic entering Aldi carpark via backstreet. (Parkington St)
Alternative option C: reduce speed limit.

Although one is later given the option to maintain current levels of parking it is not clear that one does not have to choose options A or B. The survey is flawed.
Although the ideas in A look good, the change in parking will affect the vendors on Inkerman Street and the surrounding/connecting streets. Parking is forever an issue and requires as much of a focus as greening and bicycle lanes.
An inspired concept. But for fuller marks, bike paths should also connect: -- journey deviations, ie, safe and distinct bike path treatments down Nelson or Camden streets to shop/food districts -- connect smoothly on the Eastern End with Glen Eira's bike pathing efforts -- connect vibrantly on the Western End to Fitzroy Street/beach.
Another instance of council wasting taxpayer money to make life more difficult for resident taxpayers
Another option (safe and cheap) is to upgrade the road surface and . bike path markings, add a pedestrian crossing at Aldi and reduce traffic speed to 40 kph. Option A is a complete overreaction for Inkerman St - similar to the debacle in Westbury St.
Another pedestrian crossing is needed at Nelson St/Inkerman St. Lower cars' speed limits to 20km/h on Inkerman St, and the surrounding roads.
Another pedestrian crossing near the PCYC to support older residents.
Any greening would be a huge improvement, Inkerman street feels rather moribund in parts
Any reduction of parking options will force people to park in already overcrowded side streets.
Apart from a standard minimalist bike lane between parked cars and traffic, leave it alone!
Apart from the users of the road and crossing I have concern for the ongoing viability of the retailers who would potentially stand to loose a great deal of their business income if council removed the planned number of car parks under proposal A. Landlords continue to maintain high expectations for their rental returns to support their property valuations so would be unlikely to offer any rental reductions to their tenants affected by the loss of business. The vibrancy of a strip shopping area depends on the viability of businesses.
Appreciate this project going ahead. I have felt increasingly less safe driving on Inkerman St. I worry for cyclists. Cars regularly run the red lights at the corner of Inkerman and Chapel St. One of the biggest issues is cars pulling right out onto the road from side streets in order to get visibilty of oncoming traffic but they end up in the lane and it is dangerous. I had someone pullout fully onto the road infront of me the other day and I had to make an emergency stop, stopping just before T boning the car. I was injured from the incident. Whichever design is chosen I believe safety/visibility for all road users is paramount.
Are there any options to slow traffic down by including speed humps on the road?
As a bike rider and car user I'm not sure that the road is wide enough for this proposal and I think it will make the road more dangerous



<p>As a bike rider I know on-road bike lanes are not safe. People who are parked open their car door without looking and those driving often get into the bike lane, sometimes without realising, sometimes on purpose to avoid a turning vehicle for example and save a few seconds.</p> <p>As a car owner and driver I also much prefer when bike riders are clearly separated from the road. Some riders are very comfortable in traffic and others are less so and their reactions can sometimes create issues for cars (or other bike riders). Until those who use roads around City of Port Phillip can behave like people in Amsterdam or Berlin, then we need to separate traffic for everyone's safety.</p> <p>With separate protected bike lanes, more kids will get on their bikes for longer distance and will get into the habit of using a bike rather than jumping in a car. Over time as more people consider walking, riding and catching public transport we will have safer and better roads for everyone, including those who do need to use a car.</p>
<p>As a business owner often the issue most of my clients have is parking, so this is of my main concern with the new works happening. I think it is fantastic that you are looking to provide safer options but please keep in mind all the businesses and also apartment blocks in the surrounding streets that do need parking spots available. Option B is definitely the option which i feel gives everyone what they want.</p> <p>Thanks in advance!</p>
<p>As a cyclist - I feel some of the current separation schemes are quite dangerous (e.g. poles to seperate cars/ bikes located at a kink Elwood foreshore/ Fully separated bike lane in st kilda road as pedestrians leave cars and treat as a footpath). I would like children to ride down this street to school but simply not safe enough now.</p>
<p>As a cyclist and a pedestrian and a driver, I appreciate your efforts to improve safety and accessibility. I am also cautious about innovations that reduce the functionality of the Inkerman St thoroughfare. Too many plantings on roads and lane restrictions are a nightmare for a road that take a lot of traffic. If you drive down Inkerman St in a pre-Christmas rush hour or a sunny weekend day, and get caught in traffic jams, you will appreciate this. Bikes can be accommodated with less loss of usability.</p>
<p>As a cyclist I do not feel safer in pseudo designated bike lanes like option 1. I feel cars have less awareness of cyclists and a therefore more likely to not be aware when they inevitably have to cross the lane. Also reduction in 126 car spaces will cause problems throughout the area</p>
<p>As a cyclist I prefer Option A but if we were to have Option B I'd like to see more street planting wherever possible. Inkerman st between Chapel and Westbury is very bare already and you are planning to remove more trees. It is also very dangerous to cross the road in this section of Inkerman. Many walkers use Evelyn st and Raglan to go to Alma Park dog walking and to Carlisle st shopping and train/tram via Nelson and Camden streets. High traffic volumes to Coles/ Safeway parking also occurs down these streets. A pedestrian crossing across Inkerman somewhere midway between Chapel and Westbury near these high traffic areas should be a major priority.</p>

<p>As a cyclist who rides on Inkerman street multiple times a week, I am very familiar with how dangerous it is. A safe route for cyclists in this part of the city is badly needed.</p> <p>Incremental improvements of the sort offered by Option B, fail to deliver. Option A will provide a transformational change the Inkerman St. The Improvement to the streetscape and the utility of the street will be vast.</p> <p>My experience across Melbourne is that kerbside parking with bike lanes between the parking and traffic is a very poor option. Motorists struggle to park near enough the the kerb to prevent blockage of the bike lane, forcing cyclists into the main traffic lane.</p>
<p>As a driver, exiting Balston Street onto Inkerman is hazardous because vehicles parked obscure both oncoming bicycle and vehicular traffic.</p> <p>As a pedestrian, I do not have any safety issues with the current layouts.</p>
<p>As a father of two small kids and an experienced cyclist I would currently be too scared to ride on Inkerman. I hope you can do something to make cycling easier and safer. Thank you.</p>
<p>As a frequent cyclist I see other cyclists and poor drivers constantly going through red lights (especially food delivery bikes) so I think that's the main safety issue I see. Also parking is already terrible in the area from people from other areas parking and walking to the station, I wouldn't want it to get worse.</p>
<p>As a homeowner who has lived in the area for 20 Years, I have seen how the community has changed and continues to do so.</p> <p>Our home does not have off street parking and there are multiply properties that don't. The point of living where we do is that we are close to shops, public transport and school, [redacted]</p> <p>As a [redacted], I drive a modest size [redacted] vehicle. My services encompass number of locals residents and businesses.</p> <p>We also have family car that is used for lager weekly shopping trips, school runs if weather is bad, and sporting activities that are not local or accessible by public transport. We regularly car share with [redacted]</p> <p>My [partner] works in [redacted] and takes public transport.</p> <p>We are more than happy to see the roads upgraded to accommodate every road user and give people choices in how they get around, but we are not happy being forced to lose parking for a small number of bike users.</p> <p>We have lived here long enough to know this route is not as dangerous as port Phillip is making out!</p> <p>All roads have a level of danger, that is life. Everyone has to play their part to ensure the safety of themselves and others, this doesn't mean we should lose parking spaces to make this happen.</p> <p>A lack of parking only affects the economy,</p> <p>This has already been proven in Melbourne city centre and along Acland Street.</p> <p>Option B of the two proposed upgrades is the better option by far.</p> <p>Please understand and listen to the people who have lived and continue to live in the area.</p> <p>We have as the same right to enjoy our street and community as the next person.</p>

As a local resident I walk through the area regularly to take my child to daycare and also to get to the supermarket and chemist. I often make this road crossing outside Aldi with a pram or toddler in tow and it's extremely unsafe at present! I would also love to see more tall green leafy canopy trees in the area to improve its aesthetic. My partner is a cyclist who rides to work and the separate bike lane would improve safety for [them] also.
As a local resident with a young family, I support better safety for vulnerable pedestrians (I've pushed a pram down Inkerman St and crossing can be challenging). I've also been an enthusiastic user of the new protected St Kilda Rd bike lanes and support protected bike lanes (Option A) for this project as this is the most important factor in me choosing to ride.
As a local resident, bicycle commuter and regular pedestrian around Inkerman st [I live locally] I am very strongly in favour of protected bike lanes, safer pedestrian crossings, and increased greening along Inkerman Street. Inkerman is very uncomfortable & dangerous to cycle, and not a pleasant walking route either. Thanks to Council for actively progressing this initiative.
As a member of various groups involved in the area I believe this is a wonderful opportunity to provide better amenity for those who walk and ride. Proposals for new pedestrian crossings would be a great improvement especially near Aldi which is very bleak at the moment. The pedestrian crossing at Blenheim Street should be relocated to fit in with the proposal for the Greenline. The provision of 26 new trees would be excellent for the street which is currently in the process of improvement as the street trees grow. The Aldi store has a number of under used car spaces so better signage and even an active sign indicating spaces available would be very helpful. I didn't even know they had a car park as it is a bit hidden.
As a pedestrian throughout greater Melbourne and as a business owner that travels all around greater Melbourne I think it's vitally important that we provide safe access for every road user not just car users at all times in all places not just for the select few but to give every Melburnian the opportunity to access any part of city on their own terms.
As a resident on Inkerman St, the most important factor is visibility of traffic when exiting [number redacted] Inkerman St. This is achieved by having car and bikes together Any planting should be groundcover type to cater for this.  Existing parking east of our address can
As a resident round Inkerman street, I see the street become busier and busier however less and less I felt safe to walk or cycle around the area. I hope the project can increase the road safety to all the road users including parents who walking their children, solo cyclists and local residents. It will be great that to have protected bike line and more green area for cyclists and pedestrians. Design the road for all but not only for cars.
As a resident that lives in the area and drives a car that I need to park on the street I am very uncomfortable about taking ANY parking away. Currently parking is a struggle. Any parking you take away will flow naturally onto the side streets and negatively affect the current parking situation. Option A is definitely not viable for the residents in the area. I have had many of the local residents and even shop operators come to me voicing their concern about this proposal A. Option B is less bad however the councillors should think

<p>very carefully before they approve any plan that impacts the current residents ability to park on the street. For sure look at safety for all but do so with the absolute minimum impact on carparking that is crucial for the people who live and work along and off Inkerman Road. Do not put in a plan that doesn't focus on the needs of the local residents many of whom need to park near by.</p>
<p>As a resident who commutes to [redacted] for work, I heavily rely on parking availability on Inkerman St. My address does not have off street parking. It also affects visitors who travel great distances to visit us (by which means they cannot travel to us via public transport.)</p>
<p>As a rider that has been in an accident that could have been avoided by Kerbside protected lanes, I feel that Option A is an absolute must. Inkerman has so much potential and this addition would only increase a safer experience for not only cyclist but drivers as well.</p>
<p>As far as I know, Council has done no study on pedestrian safety and how Inkerman Street is actually used by its residents (and those from surrounding streets). This is a political agenda to encourage bicycle use and has absolutely no benefit to the residents of Inkerman Street. It is detrimental to the small businesses, families and residents who live in, and use the street.</p> <p>The current bicycle and e-scooter users are flagrant abusers of road rules on this street. I've lived here for over 30 years and see it day in, day out.</p> <p>The street already has very poor pedestrian safety including more pedestrians than cyclists suffering serious injury in the past 5 years. It is already extremely difficult to cross Inkerman Street and will become even more so if more than 100 carparks are removed. I use a car share and public transport, so I am doing my part to reduce emissions and traffic in general. Melbourne is a sprawling city and more akin to LA than Amsterdam. This is a flawed plan as it is not viable for people to cycle long distances and Inkerman St is almost 10km from the city and most peoples workplaces.</p>
<p>As Inkerman St has a designated bike lane all the way from Caulfield/Malvern, the whole length of the road should receive separated bike lanes.</p>
<p>As someone who lives on Inkerman street I am very happy this is being proposed. I've seen so many near accidents and I don't feel safe riding on the street. Inkerman streetscape is also run down and an eye sore and the options (particularly option A) look like they will make a huge difference - please go ahead with this!</p>
<p>As we are already limited to parking availability in our street off Inkerman St. Any reduction to parking in Inkerman St will add duress to current congestion and associated stress in finding a park. Further parking difficulties would be a considerable deterrent to the many family members and friends who visit. Particularly concerning elderly visitors.</p>
<p>At the very outset of this deeply-flawed process of 'community consultation', Council's own documents cite, first and foremost, the urgency of improving PARKING in and around Inkerman Street. For residents in and around Inkerman Street, this remains the MOST PRESSING issue of the day. Especially as Glen Eira Council's mooted bike lanes were abandoned in the interests of maintaining neighbourhood amenity for residents and ratepayers. Council's chief responsibility is always to its own ratepayers and residents, NOT the self-interest of occasional cyclists coming in almost always from other municipalities. There are existing bike lanes designated by line marking along Inkerman Street already. These are quite sufficient for the purpose.</p>

Available parking on both sides. Pedestrian crossings = Nelson and Raglan.
Before we spend on bike lanes what are we doing to make riders accountable? They ride above speed limit and don't always follow the traffic lights
<p>Better ideas were put forward earlier e.g.</p> <ol style="list-style-type: none"> <li>1. Dandenong Road bike path;</li> <li>2. One way each for Alma Road and Inkerman road for these sections for either bike, car or both.</li> <li>3. This could enable parallel or angle parking on Inkerman</li> </ol> <p>* Keep the parking - housing density is increasing, and EV need access to power supply.</p>
<p>Both options remove the median strip in the middle of the road. This is a necessity to cross Inkerman st. It's a busy street and particularly during peak hour, it is rare for there to be a break in traffic from both directions. This will lead to people being forced to stand on the white line when crossing - similar to what happens on Carlisle st, right in front of the station.</p> <p>To determine the location of the extra pedestrian crossings, were there studies done on where most pedestrians cross Inkerman? Between Chapel and Westbury the main spot is between Raglan and Nelson - heading either up to Alma park (dog walkers) or down to Balaclava station. Yet the proposal for the crossing is Young and Blenheim. While not far away, the reality is many people won't detour. I suggest relocating the position of the crossing to minimise this risk.</p> <p>In some of the Facebook posts, it mentioned the speed limit would be reduced to 40km/hour, yet the proposals did not mention this. Can you ensure this is clearly communicated. I would vote against a reduction in the speed limit.</p>
Both sides of Inkerman Street's street parking are nearing capacity most days and the volume of bike riders on the road is low. Where will all these residents park their cars once a whole lane is removed? Particularly given the volume of apartments in the area. Option A would have a significant negative impact on the residents and businesses within the vicinity of Inkerman Street and would have minimal impact on bike usage given the volume of bike users on this road. Option A would not encourage me to ride more personally as Melbourne weather is not reliable for riding most days, the wide spread of our city (things are not close by like in Europe, etc) and also more often that not, there is nowhere safe to leave a bike without the risk of theft when arriving at a destination.
Buffered bike lanes are essentially the same as what exists now and are known to be dangerous for cyclists who can easily get doored by parked cars or get hit by moving cars. It's a no-brainer that option A would be much safer for everyone on the street, from pedestrians and cyclists and also cars who have a physical barrier from cyclists to prevent accidents.
Build it and people will use it.
<p>Building a bicycle lane WILL NOT MAKE THE ROAD SAFER.</p> <p>It will create a situation where council can give lots of parking fines and make money.</p> <p>PLEASE RESPECT OUR NEEDS.</p>
Businesses are suffering and parking is already limited in the area. Removing parking may result in businesses ultimately leaving the area and having less access to great local

shops which hurts locals and traders alike. More can be done to improve bike access and safety without removing the existing parking.
But not 40km/h
by the sound of things, it's a very narrowminded approach council is taking to this whole project mostly focusing on the bikers view without taking shops, residents, visitors and pedestrians needs into consideration
Car spaces are already restricted, pathways on the side streets are so small they are often blocked with bins or overgrown gardens, requiring me to walk on the road. Increasing traffic in my street would make it more dangerous. Not to mention that parking is already competitive.
Car-first infrastructure has made it very unsafe to be on the roads and in public spaces. Prioritising bikers' safety is a priority.
Cars opening doors irrespective of bikes approaching + knocking bike riders down.Can this be improved by e.g.signs, education,fines etc.
City of Port Phillip bike lane experiments have been a disaster They have cost a huge amount of rate payers money. Option B is a far better option for ratepayers and residents.
City of Port Phillip is the most densely populated LGAs in Victoria. Makes complete sense to do everything possible to encourage transportation that doesn't clog the streets.
Concern for loss of parking.
Concerned about not being able to park on my side of the street and impact on local business. Have heard that serious incidents have been at major intersections only so the rest of the street shouldn't have to suffer. Build wider roads into town planning in the first place.
Concerned about parking. Main road not a bike path.
Concerns for pedestrian safety removing the median strips.
Consider that if you remove carparks, then the local small businesses will lose customers and have to close. People riding bikes are not usually shopping and cannot carry much. Idealism is not reality. Community needs to thrive, and cannot if you prioritise bike-riders over the whole community's needs.
Consistency in needed along the entire road instead of mixed approaches as we saw on Westbury street in 2022/23 which caused more confusion for bike riders and motorist. A standard approach is needed for the full length of Inkerman not piecemeal where sections are different and the bike lanes move from block to block.
Constant trickle of pedestrians at zebra crossings creates congestion Button crossing better for busy areas.
COPP are being short sighted. A sad reality, but residents , service providers require parking. There many flats and folk need to park somewhere if there is no car park on their site. Businesses will be affected. Parking on side streets, which is already happening will become more congested , and

locals to those streets will struggle to park, as not all residences have off street parking. People with disabilities will be impacted by lack of access to services.
Council has a responsibility to residents and store Owners. Parking is limited right now. Please do not take away parking spots. PLEASE SUPPORT THE LOCAL SHOPS
Council should also be looking at the safety of footpaths. Due to tree roots - many sidewalks are extremely dangerous for pedestrians. Tree planting should be very carefully considered!
Council should be doing much more in terms of adding greenery and separating bikes from cars and pedestrians. Please also look at nicer/wider footpaths.
Council should pursue a longer cycling corridor along Inkerman street with protected bike lanes if this project reaches construction
Create one way Inkerman w 2 way bike lane on 1 side - ways of diverting traffic.
Creates value by coexisting with sustainable transport options leading to healthier, happier living environment for all. Would love to see kids riding safely to school
Creating a safe and sustainable environment is very important to the community. However, consideration also needs to be made on the impact it has on businesses on the street. We don't want to fix up one problem only to kill off business and people's livelihoods and turning it into a ghost stretch of empty shops because finding parking becomes too difficult.
Creating separate lanes for bikes is a gender issue and important to include gender assessment of options
Crossing at Nelson St is extremely dangerous.
Crossing on bike from Marriott St side to head to St Kilda Rd.
Cycling needs to be safer. Melbourne is geared towards cars, and car drivers often don't consider cyclists or their safety.
Cyclist and pedestrian safety should not even be a matter for a survey. Just build the separated lanes and pedestrian crossings.
Danger to reverse out of driveway and waiting for lots of cyclists and pedestrians.
Definitely not a good idea to remove all the parking on one side of inkermnsn street - this will destroy the businesses and parking for local residents. Not everyone can ride a bike especially the elderly so the council needs to think about the community needs. We don't want another Acland Street fiasco happening on Inkermnsn street. Also, when is the council going to do something sensible about Acland Street?
Design A looks fantastic, would really set the standard for what great streets in inner Melbourne can be like. Would be safer, nicer, prettier, and it would help make this street more of a destination than just a throughfare

Design A would make me feel more confident I. Encouraging my teenager to ride a bike. Also, as a driver, option B looks similar to chapel street. It is hard to get in and out of parks and see cyclists, know who has right of way. It's dangerous
Development of high density and people need to park their cars somewhere.
Difficult to negotiate getting out of driveways and side streets because of the increased amount of cyclists and pedestrians.
Disappointed with how the options are presented - clearly a Council bias towards option A as evidenced as language used to describe. Are impressed you've been on Inkerman Street asking people. Think the notion that there's spare car parking in the area is absurd - have you walked Inkerman in the early morning - it's full. Not sure how removing parking increases health options - this seems trying to equate less parking with less cars, more likely to see more of parking issues on private property. Although better than the shambles that was Westbury Street. Although would be good if council engaged with VicRoads on Hotham Street - maybe it's time the clear way went and the unexplainable no standing zones in front of random apartment blocks were got rid of.
Do not change Inkerman st. It is appalling that the council is trying to push this change when time and time again the primary users of the road do not want to see the changes proposed to eventuate. If you want to continue to have our vote during elections, please implement changes that we want to see!
Do not reduce parking in the area there is insufficient parking for residents and businesses currently so to reduce parking will be a disaster
Do not remove 100+ parking spots on Inkerman as I attend [business name redacted] on Inkerman and I can't walk far and I would not be able to continue as I would never be able to park and there are patients with far worse disabilities. Removing parking would be disastrous and discrimination.
Do not remove any parking from Inkerman Street and apply residential only restrictions to King and Evelyn Streets
Do not remove car parks.
Do not remove the car parks - this has destroyed Acland st and Fitzroy st ! I ride my bike around the area daily but I drive my car when I need to shop - the dedicated dual Bike carriageway on Fitzroy Street is barely used by cyclists & rarely used by cyclists travelling south down Fitzroy Street not one sign has been placed in the decade since this lane was created to advise motorist that it's a dual carriageway when they come onto Fitzroy Street I mean really !! I am surprised there has been no killed cyclists This is why no one uses it because no one is looking for the cyclist.
Do not remove the parking from the street please retain current parking
Do not take away parking spaces. They are all needed often have to look for parking on side streets
Do option b
Don't make strategic decisions on access through to city as the new Train Station and line on St Kilda Road due next year will surely change usage patterns that may affect priority



Don't remove any parking as there is already not enough parking on Inkerman
Don't remove street parking on inkerman, we need it for people accessing our medical clinic.
Don't change INKERMEN RD at all please.
Don't let go of parking bays if you want businesses to thrive. I often stop at Aldi or other stores while driving back home. It would be an inconvenience to go home, park, then walk back to the store, then back home. If anything we need more parking spaces not less. Make it greener alongside this. I don't think bike riders need their own double lanes, this street is busier with cars and pedestrians.
Don't listen to the car-fanatics, option A is a great idea
DONT reduce the speed limit to 40Km/h. It's slow enough down tgerr
Don't want reduced parking on Inkerman Neighbours cafe.
Don't want to create the feeling that this is a bike priority street. This could be dangerous.
Due to the loss of parking bays, I expect more people to park on side streets such as the one I reside on (Young Street). We already have a lot of difficulty finding parking, as others are always parking on our street. Quite regularly I am having to park on neighbouring side streets, at times a 5 minute walk away. I would really like to see permit parking implemented to ensure that I can safely park my car closer to home (preferably at home) with certainty.
Either I walk or take a ride to work on Inkerman St. I talk to the customers and help them take their parcels to their cars. PARKING CLOSE TO STORES IS VERY IMPORTANT.
Ensure more lighting are provided around pedestrian crossing to enhance on road visibility on vehicle drivers driving though along during night hours
Ensure this is later connected to a network of bike infrastructure to increase usage.
Every time something like this is proposed, there is a very vocal minority that shouts it down in favor of more wasteful parking and more toxic car-centric design. Please be brave enough to LEAD the effort to a safer, healthier, and more pleasant urban environment. Thanks!
Everybody wants a safer neighborhood but everyone also wants parking to be a non issue. Option A is going to cause issues elsewhere for parking. How will this effect other streets? I almost got hit by a truck while riding my bike on Inkerman street, so I'd love for a safer street for bike riders. Crossing the street has been a non issue for me although I can understand for the elderly or impaired that this does need to be looked into. I'm not sure why Option B lacks so much greenery, I'd love for this to be re evaluated.
Everyday when I ride down Inkerman street I put myself in danger of being hit by a car or by a card door. A bike lane that is next to parked cars increases the risk of being doored. I need to stress how likely it is that someone will die riding their bike on Inkerman street soon, and what a shame it will be if their death is due to preserving a few parking spots.

Everything is fine as it is. Why do you always have to meddle? Leave it alone and lower the rates.
Expanding parking availability on Inkerman Street is crucial for sustaining its vibrancy and supporting local businesses. Ample parking not only enhances convenience for visitors but also encourages foot traffic, fostering a thriving atmosphere that is vital for the success and growth of businesses in the area. It's an investment in the community's economic vitality and an opportunity to create a more inviting environment for residents and visitors alike.
Fantastic opportunities to achieve critical changes through design A.
First picture shows building containing Aldi supermarket which is very popular with locals. I am grateful at the moment it is relatively easy to get an on-street park on Inkerman or side street and rarely use off-street car park provided for Aldi customers. While it is important to me that I would still be able to find an on-street park in the future I would hope that riding to the supermarket would be as appealing as taking the car and that, along with others of same mindset, would reduce the need for as many on-street car parks. The images of the on-street planting areas look fantastic but there are not that many hospitality businesses in the subject area (The Post Office pub, Aldi, Neighbours cafe, Blencowes, The Ink Pub, Zanini). I think plantings would be best focussed around those businesses rather than elsewhere
First priority should be the amenity of local residents and businesses over creating a bike highway for SE Melbourne. Many residents in this area do not have possibility of off-street parking. Every park counts. It seems like Port Phillip has a misunderstanding of the age of home owners. Do you realise how many Seniors are the home owners? This is an unlikely group to take up bike commuting and a car becomes ever more essential for social connection and everyday function even for those of us who walk a lot and use public transport.
Footpaths crossing should be made to be continuous footpaths, such that pedestrians have priority and vehicles need to give way to pedestrians at all side streets. Parking should disallow vehicles which are too long or wide (ie. American style pickup trucks), and enforcement should be put into place.
For cyclists, there is currently no safe means of crossing the municipality. For children endeavouring to access school by bike, the picture is even more dire. Council needs to provide safe active transport options for all road users (cyclists, walkers, e-scooter users) and stop prioritising motor vehicles at the expense of all other road users.
For those who don't have access to off street parking and who currently live on Inkerman street, it's not inclusive if you have only one side of the street available for parking.
frustrating for residents to get to this stage without consultation.
Generally, in the City of Port Phillip, we need to be reducing car traffic and making the streetscapes more attractive for pedestrians and riders - encouraging "15 minute cities". I am happy to lose on-street parking to achieve these goals. I also understand that many of the houses of Inkerman street have private parking at the rear of their properties and so they do not need much on-street parking.
Get things done

Getting rid of on street parking will hurt businesses greatly as well as making home value decrease due to lack of available parking
Given the width of Inkerman Street, I believe its renewal presents a strong opportunity to deliver on certain strategic objectives and initiatives (e.g. urban greening and cycling safety) which may not be as feasible in smaller, local streets. Although my preferred option (Option A) results in a greater loss of on-street parking, I feel that if Council is serious about commitments relating to the urban forest, integrated transport and sustainability, this trade-off is necessary.
Go with Design A - its an ambitious design that will make many improvements to the look and feel of the street, as well as make it safer for everyone. Design A will feel safer for kids to ride, as well as other people who don't feel safe riding without physical protection from cars. Design B is unlikely to encourage these groups (i.e. kids, women, older people) to use this road. Though it is a definite improvement to the existing conditions.
Go with the bike lanes separated physically from traffic. Bicycle riders like myself (over 50) are far more likely to use a bike path when it is separated from car traffic.
Good idea to put the 2 way bike on side of rd.
Great designs, let's make it safer for cyclists and as a motorist, reduce the risk I could accidentally hit a pedestrian or cyclist by separating the roadway. Parking and opening doors is also a risk with B so I think Option A is better for everyone.
Great initiative
great initiative - fully support!
Great initiative to improve road safety and increase active lifestyle!
Great initiative! I fully support this and think this is totally a worthwhile investment.
Great to see council addressing imbalance of transport infrastructure and providing for safer bicycle riding, for what will be the future of local transport, bicycles and pedestrians. Hope to see optional bike helmets too as they are also a deterrent to bicycle riding.
Greener, safer, and make it a whole lot more appealing / enticing to want to be in this area.
Greening is a great idea, the street needs this badly.
Has the council investigated upgrades to Alma road. As the main access route from Albert park I am surprised that this scheme is not being focused to Alma road. I am also in strong support of on road bike lanes as I think this encourages safer driving as I think drivers tender to drive slower when the bike lane is on the road. It also provides safer crossing for pedestrians. Removal of car parks also reduces the amenity available to local residents and visitors to the area, it would also increase the strain on side street parking that is already busy.
Have a bicycle but too afraid to ride on roads which means movement is limited - not really an option for transport. Being able to ride to the shops would honestly make a huge difference to my life.
Have Council considered pedestrian crossing like Carlisle St w push button.

Have you actually addresses the root cause behind the 33 accidents? Installing roundabouts or traffic lights at the unsignalled intersections would do more to reduce accidents than all these proposals do. Rather your using this opportunity to push forward a green agenda with bike lanes that nobody wants or will use. And I'm abike rider!!!
Have you considered a separated bike lane on one side of the street only - 2 way bike traffic. This may give you options to allow parking, traffic flow and increase safety for all
having a dual bikelane on one side of the road is confusing to both riders and drivers alike. it also unfairly punishes residents on that side having their on street parking removed. i have a parent who is a widower on inkerman street. they desperately require a park outside as there is a mobility issue. this whole engagement has caused a huge amount of stress and i am greatly worried for their health. there is currently an existing bike lane which could be utilised by painting to improve safety. i would also like to note on times i have been on inkerman the vast majority of bike users are delivery drivers. why should rate payer money be used to create infrastructure for uber eats??!! would they even use it or still blindly follow their apps for directions. i'm a bike rider and not against bike lanes however a dual carriageway is an unnecessary overkill for the area and usage. happy with option b as it improves safety whilst maintaining carparks
Having buffered bike lanes is not enough to protect cyclists. Parked cars next to the bike lanes means people opening doors without looking is still a major risk.  Inkerman street can be a great street for cycling as it connects many suburbs to St Kilda road. It would be great to see happening bike lanes like what is happening on St Kilda road. It is so much safer, looks better and stimulates people to ride which is healthier, better for the environment and less space-demanding than cars.
Having lived in this area for over 30 years, I would like to finaly see some improvements in road safety infrastructure other than painted lines on the road that disappear at dangerous points.
Hello I [live locally], car parking has always been a problem. I noticed there is a proposed crossing practically outside our bedroom window. Please move it to the adjacent corner of Young Street. This will service both the cafe and the physio both commercial businesses. This will allow access for the houses that have the driveway as well.
Hi guys - first of all - great work. I'm a [redacted] Planner at [redacted] so I appreciate the design principles at play here. Please please please go with the protected separated bike lanes option! It would make such a difference for rider safety.

Hi there, Neither of the options A and B take into account the amenities for the people who live in this area..... I live in [redacted] Street St K E. Both Options will substantially reduce the amenity and safety for the people living and working in the immediate area. QUESTION: Why Inkerman Street for dedicated bike lanes instead of Dandenong Road (much safer for everyone) or Alma Road which houses no businesses and has direct access through from Caulfield to St Kilda and Albert Park Lage and the Alma Park bike track for heading North to Windsor and Prahran. 1. First point to make is that Inkerman Street houses many businesses which rely on people to be able to park nearby either momentarily or for an hour or so. 2. Many properties have either no car space or one car space. Where will these people (yes, people...) park now? The side streets are already full with cars much of the time. If you are elderly, disabled or have young children you would not be able to safely navigate across bike lanes from the car to your home or the business you are visiting. You cannot carry shopping further or receive any deliveries any longer. You may not be able to walk more than a few meters and would not be able to park near your home. 2. It is less safe for pedestrians and the elderly if the centre islands are removed. Many people constantly use these for safety because Inkerman Street is very difficult to cross with the amount of constant traffic and the timing of the existing traffic lights. 3. I live in a side street which is near impossible to exit much of the time as it is. It will be more difficult I think if either of these options are chosen. 4. We often cannot get car spots for visitors due to the Council approving dual occupancy on tiny blocks of land in the street. This will add more people trying to park in our street. 5. [redacted] street is a dead end and we already have too many cars and trucks etc coming in to the street now. Constantly we have cars and trucks turning around to go out of the street because they didn't realise it was a dead end. 6. Because of this proposal we will lose the businesses which we have relied on for years. Dry Cleaners / 3 Cafes / Motor Repairer / Florist (gone) St Kilda Gym / - these are the businesses we support and that support us in our daily lives. You are risking the village like atmosphere that we have had for years. 7. ALDI..... the Aldi area is shocking and that is because of the inability of Council in the past to get it right. There are not enough car spaces in the Aldi Car Park and there is a constant hold up with cars entering and exiting and people double parking whilst waiting for a street car park as it is.

Why in this proposal is there no question or option for those who actually live here to improve our amenity?

I could go on and on - Will leave it there.

Hi,  
I recently received a letter in the mail from the owners of a local business, pointing out that Option B will maintain more parking spots than Option A, so I have made the time to make this account and vote for Option B.  
I remember when I originally got the flyer in the mail from the council about these bike lanes, I looked at it and basically thought to myself something like "these options honestly both seem fine, I feel pretty indifferent about it, I don't think I will vote", but after reading the letter the local business sent out, I thought what they said made a lot of sense.  
I live on a street that is turned into from Inkerman Street and I park my car on the local street I live on with a council parking permit.  
If the concerns described in the letter I received from the local business are accurate, and the fewer parking spots that Option A would create on Inkerman Street ends up meaning that more cars are parking on my local street and taking the parking spots where I park my

<p>car, this would be very inconvenient and frustrating for me. I am also voting for Option B to help this and other local businesses that are concerned about the fewer parking spaces that Option A would create. Thank you.</p>
<p>Honestly enough with these bloody bike lanes, you got your way with st Kilda road and look how that's turned out in terms of traffic volume, for the 10 bikes that use it between 7am-8am. I regularly walk my dog along the road and I can tell you that no one uses it and the bikes still use footpath. I haven't seen a bike on Inkerman street at all. This council is just putting bike lanes on every road to greenwash themselves. This beyond silly and a waste of the tax dollars your residents pay for you. Too many people in this council for our size thinking we all ride our bikes that we need enough bike lanes, I will be watching this closely and if those goes ahead will ramp up my protests, you got away with st Kilda road bike lanes and I'll be dammed if you do this again. NO bike lanes!!</p>
<p>Hopefully council will listen and finally invest in properly designed protective separated bike lane infrastructure</p>
<p>How did the council determine these two options? Removing parking spaces will not only create difficulties for residents in finding parking but also compromise the safety of all road users as they continuously search for available spots. This further exacerbates the existing frustration linked to insufficient parking. Given our limited choices, Option B is the preferred option!</p>
<p>Hurry!</p>
<p>I already feel unsafe and anxious walking far from my location with the current limited parking available. As a young female I think this development will create further safety issues for pedestrians and will not benefit anyone who drives a car.</p>
<p>I am a huge fan of council making provision for active transport. I currently shop along Inkerman St and also travel along it, predominantly by bicycle. The more active transport, the less the need for cars, leading to a healthier environment and populace.</p>

I am a parent of young children who prefers active transport options. I try as much as possible to use my running pram with them, or cycle them places locally. I am incredibly frustrated with how often cars, especially these new large American "trucks", simply don't see us.

As my children start to ride more themselves, I want them to feel safety on the road. I would never allow them to use painted bike lanes, and in fact the results of a recent 13 year study in the US found painted bike lanes were less safe than no bike lanes at all (see: <https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says>). Compared to physical separation of bikes and cars, where it lead to a 44% decrease in road deaths where they existed.

We should be doing everything possible to reduce deaths on roads, and increase people's chances for exercise. People don't feel safe cycling unless there are separated lanes.

On top of this, the average car on the Australian road is getting bigger (with the trend increasing), providing more reason that cyclists and pedestrians need protection.

Last year pedestrian deaths increased 23% in Australia, and this has been linked to larger cars on the road.

In fact, professor Newstead at Monahs University conducted research in 2020 found that they had increased road fatalities by 5%.

As a local residents living off Inkerman, I could not think of a better use of my rates than for separated bike lanes to be installed. I am so excited by that possibility. Please do the right thing.

I am a regular cyclist. I avoid the intersection of Inkerman and Brighton Rd near the Post Hotel as it is currently so dangerous for cyclists. Any improvement that would give cyclists some protection would be welcome!

I am a resident on Inkerman Street living in the section where the proposed upgrades would be. I am very supportive of protected kerbside bike lanes. I do not feel safe riding on Inkerman Street and have had several near misses with drivers. Alternative riding locations in the area do not offer additional safety. We live in a high public transport amenity area where many people do not need to rely on cars for transport. Protected bike lanes on Inkerman would extend the safe connection of bike lanes to the city via the recently built St Kilda Road bike lanes. The street would be benefit greatly from the landscaping/greenery opportunities as well. As a resident in the affected area, reducing traffic congestion by providing greater bike safety and to facilitate more active transport would be welcomed. The number of businesses who claim to be impacted by fewer parking spots is limited; compared to surrounding streets such as Carlisle St, there are few businesses along Inkerman St so an overall impact to businesses in the council area is less with protected bike lanes down Inkerman St. The vested interests of non-residents should not carry the weight of those who reside on the street that deal with the unsafe, vehicle-heavy street as it is currently (the same people who would benefit the most from protected bike lanes).

<p>I am against ANY reduction in car parking spaces on Inkerman Street. There is not adequate parking already. Reduction in Inkerman parking will force additional cars into narrow side streets which will cause congestion and add danger to the residents in those areas.</p> <p>I strongly support local business, and loss of car parking, particularly on the entire north side, would be disastrous for these businesses.</p> <p>I felt that several of the council representatives at your pop up corner information events were ill informed of locals needs and requirements and were also very opinionated and pushing the bike riding agenda over the need for local car parking retention.</p> <p>I strongly support retaining the local amenity and believe that the current option A and B do not effectively achieve this.</p> <p>I believe that the Councils' approach in this matter has been almost dictatorial with no regard for the wishes of ratepayers, residents or local business.</p>
<p>I am all for improving road safety however you must not compromise parking availability!!! Drastically reducing parking spots will have devastating impact on business and home owners in the area. I already ride a bike on Inkerman and I find it relatively safe already, especially compared to some other roads. We don't need drastic changes to improve safety</p>
<p>I am almost 80 and depend upon parking my car near the shop where I purchase my [redacted] weekly. I need car parking</p>
<p>I am an active cyclist that uses my bike for shopping and transporting my [number redacted] children. The would feel much safer riding with them with a separated bike lane. Why should on road car parking take precedence over cyclists using the road to travel?</p>
<p>I am aware that council has, in the beginning stages of this project, considered at least four options (if I understand correctly). It appears that none of the options in this survey (i.e. ranking the aspects) includes maintaining/insuring that businesses are not inconvenienced. I am disappointed that there is not more choice, that there are only two options being tabled. I would hope that council chooses the option that benefits the most, and disadvantages the least number of people, and in this, I include residents and businesses and people transiting along Inkerman Street. I am aware that there have been other efforts in Port Phillip to increase rider safety, and some of these have been absolutely appalling in the implementation. As a result they have been removed (specifically a lot of the "pop up" by cleans in and around Albert Park Middle Park in South Melbourne and Port Melbourne) so not only was the project expensive, t was also then expensive to remove and overall a complete waste of money. My understanding is that the projected cost of option A at least is between six and \$7 million. However, it only technically affects around 1200 m or so of road. This would appear to be a vast expenditure that would affect a short piece of road infrastructure.(although I would of course prefer conditions to be safer for all Road users as I am both a cyclist and a driver.). What is the point to spending a lot of money to alleviate a problem in a small area ?</p>
<p>I am concerned for the local traders who will lose business with the reduction of parking spaces. Yes, we need to look after cyclists, but more of us are car drivers, and cars looking for parking spaces will cause more traffic hold ups and potential accidents</p>



I am incredibly disappointed by the lack of consultation with residents adversely impacted by the changes. I do not want either option. The only thing I think would assist would be 40km/hour. I live close to the proposed Young St pedestrian crossing. It will increase noise for me due to cars stopping and starting outside my property, the lights will likely flash into my bedroom (given that has happened when works are occurring in the street and the trucks have flashing lights) and it will make access and egress to my property more difficult by car. It is [near the] the Westbury intersection which is already not used. People will still cross outside the crossing. I do not think the change is appropriate or useful. It is a waste of money and will adversely impact residents living on Inkerman St. Where a pedestrian crossing would be helpful is on Carlisle Street outside the station. Please do not do this to us.
I am keen to minimise further parking congestion in side streets so maintaining places on Inkerman Street is priority for local residents and businesses.
I am not sure about the need for this development for safety.
I am not totally for Option A as there is a major impact to onstreet parking, which will impact residents and businesses on Inkerman Street, especially residents who do not have an off-street parking option, but Option B did not provide much more protection for cyclists than currently provided, so with hesitation I chose Option A. Unfortunately there was no Option C which is some hybrid of A & B Options.
I am often riding with my children. The footpath on Inkerman road is very narrow, has lots of crossings and not suitable to ride with kids. It is very frustrating not to have a safe way to access the coastal bike paths.
I am quite concerned about the lack of parking options on my side of the street if Option A is chosen. Also, a concern is access for emergency vehicles on that side if there is no option to park.
I am very concerned about reducing safety for people trying to drive out of streets that cross Inkerman St, like King St. There have been a number of accidents at that corner, at least one was one fatal (a motorcycle). The corner faces Camden St on the other side so if there is a bike lane as well, it will be more difficult to get out of the street. At the moment, parking is allowed close to the corner of King and Inkerman on the north side and Camden St on the other side which reduces safety even further. Although the residents (including me!) won't like it, it should really be left turn only out of King St 😞 and other side streets entering on to Inkerman if the bike lane is on that side.
I am very stressed riding my bike down Inkerman St because bikes and cars are not physically separated. I am frightened of being doored or hit.
I am writing to categorically express my staunch opposition to the current plans to overhaul Inkerman St, which threaten to significantly disrupt the lives of both residents and users by eliminating parking and imposing traffic restrictions. My discontent is further fueled by the council's recent survey, which I perceive as not only misleading but manipulatively designed to obscure the 'no change' option.
I avoid stopping in the suburbs and shopping areas that are too car-centric because they're not nice places to explore. Either option would be an improvement for utility but option A would make the whole area more attractive for similar inter-suburb visitors.

I believe option B is a much better outcome for road users and the businesses that rely on customer access.
i believe parking for all people, older disabled and council waste collection need access and bikes. Turning left out of King Street and others up the North side will risk head-on collision with plan A Parked cars on each side is safer giving cars space for turning. The road has an awful camber or crest so coming out of side streets you can't see the lines of the other side .
I believe that the current situation works well, and I would oppose any changes that reduces the number of parking bays.
I believe the council are forced on the wrong things. Cars and Parking are so important to people and businesses in the area. STOP trying to minimising both. I actually wish you understood that!!! Start protecting your community with safety. Drugs, Stealing, Violence and property damage is at all time scary level. Focus on that!
I believe the existing problem of road safety is due to the difficulty to spot rider in a full-parked, congested street. Removing 15% of car parking space (option A) wont necessarily solve the problem, as the majority of the road is still narrow, and bike riders are still difficult to spot on certain part of the road. Building separator for bike lane on black spot makes more sense as driver wont necessarily hit on those.
I bike alot, I walk and Drive time to time I am concerned about the properties on inkerman going down in value and Parking there while I want a safe bike lane.
I bought a bike when I moved to this area because this area is so well connected with shops and public transport that I didn't really need my car (I now use local carshares when I need to drive). However cycling down Inkerman was very stressful because I was terrified of parked or turning cars not seeing me and pulling out in front of me. The lack of separated bike lane is one of the main reasons I haven't been using my bike as much as I want to. A lot of people want to use public and active transport options more. And option A still maintains some parking spots for those in our community who have to drive for mobility/accessibility reasons, and they won't have to worry about swerving around bikes on the road.
I carry a 'handicap' label on my car windscreen. Reducing parking is going to impact me considerably. I do not see the need to do what you are proposing.
I commute on bicycle 5 days a week to work along Inkerman St, between the Hotham and St Kilda Rd area. This road NEEDS segregated/protected bike lanes as per option A, the amount of near misses I have each week is astonishing. Pls upgrade this section of road as per the newly almost completed St Kilda Rd bike lane upgrade, I do not wish to be hit by a car commuting to/from work.
I commute through the Inkerman Rd area by bicycle twice a week. I tend to avoid it and ride on Alma Rd instead because between the two, it is slightly safer. Option A looks really amazing. I hope that it goes ahead.
I cross Inkerman every day and find it very unsafe as a pedestrian. Making it less wide will make it feel safer. As a cyclist I'm afraid of car doorings.

<p>I currently ride down Alma Rd to access the St Kilda Road corridor. Improved cycle lanes on Inkerman St would increase the likelihood i ride on Inkerman St due to the safety improvements. My other main comments are</p> <ul style="list-style-type: none"> <li>- I hope the council works with DTP to provide an improved cycle connection at the St Kilda Rd/Inkerman St Intersection, turning right onto St Kilda Rd is currently one of the most uncomfortable parts of my journey.</li> <li>- This project provides a good opportunity to connect to Balaclava Station. I hope the council explore options for improved cycle infrastructure on Blenheim Street and pushes for a Parkiteer at the station.</li> <li>- Ideally, the bike lanes would extend all the way to Caulfield Station, I hope there has been some discussion Glen Eira Council for this.</li> </ul>
<p>I cycle or walk down this street almost every day to go to work or pick up groceries. When I ride my bike, I'm constantly on guard watching out for car doors opening, cars pulling over suddenly to park and cars pulling quickly out of side streets (forcing me to evade by moving into traffic). As a pedestrian, it is always a game of Frogger trying to get across the street. There are not enough crossings and the car traffic is not very courteous toward pedestrians. Something needs to change because too many accidents are happening.</p>
<p>I did not find a reference to the impact on the local businesses that these proposed plans would have. This is a major consideration given peoples livelihoods are involved. I would be prepared to wear some inconvenience for this reason. This has impacted my final choice.</p>
<p>I do not agree with any of the options. Where did these options come from? Was there consultation? Why don't I get to choose 'no change'? Have you considered how garbage trucks will pick up the rubbish? Have you considered the impact of parking on surrounding streets? It's hard enough to park now but removing 116 car spots will negatively impact residents and businesses in a huge way. Have you considered [people using] wheel chairs [redacted] on Inkerman and rely parking out the front of their house to load them into the accessible van? Have you considered the impact on businesses like PCYC gym, the cafe's and many others - where do their customers park? I don't understand why the pedestrian crossing is earmarked for Blenheim St? It would make more sense to have one near Nelson and Raglan. A crossing here would benefit people going to the station and shops on Carlisle and people walking to Alma Park. And lastly, Option A &amp; B is not in line with your Integrated Transport Strategy which says: "Our current supply of on-street parking spaces is barely enough to meet current demand".</p>
<p>I do not have problems riding in Inkerman but it is narrow and could be improved, separated bike lanes can be too narrow so I think buffer ones are better, it's all about visibility and showing the car driver you have a right to be there</p>
<p>I don't like either option. Removal of carparks negatively impacts residents and business owners. It would create barriers for mobility impaired to access to residences and services. Plus other situations that would cause traffic and safety flow on effects such as removalists having to park at a distance and haul large items across roads.</p>

<p>I don't think either solution properly address residents needs. There's always 60-80 cars parked on inkerman st in the section between st Kilda rd and chapel street.</p> <p>If you reduce parking where are these cars going to go ?</p> <p>Most likely they will push up Marriott street yhe only through road in this section to add to the already chaotic impact at times that the Betty day centre parking ( lack of parking ) is impacting on local residents in argyle /Lambeth &amp; Odessa &amp; frampton street have to deal with (and other surrounding</p> <p>I strongly suspect by the time cars are at about Marriott street they be fed up waiting even more than currently for change of lights and will just turn right up Marriott and do the back street rat runs through Odessa, Lambeth and frampton in greater volumes than they do already to get to Alma road. Catch 22 ... !</p> <p>If parking is reduced on inkerman Aldi customers that typically 'stop and shop park' on inkerman will seek parking in neighbouring streets of which Marriott will be the prime site. There is little parking in Marriott street anyway , usually a handful at the best of times so all that will happen is increased traffic and confusion impacting residents in the area as well as delays leaving and returning home.</p> <p>I really can't see where the number of cars currently using existing parking can go under your proposals. Cars that do then enter marriot and can't find parking then will totally impact residential amenity doing u turns and trying to exit back out onto inkerman street. Getting into and exiting the Aldi carpark is already problematic, it's tight parking and not well utilised and often blocked by traffic on inkerman.</p>
<p>I don't think it's realistic to remove car parking from Inkerman St. It will just create further problems. Yes we need bike lanes, pedestrian crossings, more trees and slower cars so we are all safe in our neighbourhood.</p>
<p>I don't want inkerman to have a separated bike lane like Fitzroy street does. It ruins parking and makes it difficult for small business.</p>
<p>I don't believe the process was fair. There has been inadequate 'transparency' and 'engagement'. The question is put to the 'municipal community' in glowing public relations that hide the hard facts of parking space reductions which are damaging to the lives of residents, businesses and community groups. I believe that safety is important, but it must be measured and appropriate to the situation. The time frame for comment is inadequate, I am a retired professional engineer and like to look into issues. I have had trouble finding information on line where you have had a few years to reach this stage. All of this leads me to sense that there has been a lack of fairness.</p> <p>I think it is likely being used as a Trojan Horse for the Bicycle Users Group, which is listed in the in the Council Plan 23-31, Appendix as a 'Partner', to pursue plans that exclusively suit them. I understand from answers given by the Council Officer answering questions at the Council Meeting on 6 Dec 2023 that a consultant was engaged to prepare the options put to Council and the Community. Who was the consultant and what qualifications did he or she have?</p> <p>I have no confidence in the report and options. I request that you start again.</p>
<p>I don't like either option.</p>
<p>I don't like either Option. It is hard enough to find parking when I visit my sister.</p>
<p>I don't see that either of these options are necessary. The lack of parking on Inkerman St is already an issue and your proposal to reduce that is frankly silly. Unfortunately accidents are a part of life and unavoidable and the bike lane (that I use frequently) has</p>

<p>never been an issue for you certainly not like Chapel St is a death trap for a cycling at any time of day or night.</p> <p>I feel like Inkerman St is being turned in to a nanny state and I'm not a fan of it.</p>
<p>I don't support either option. I visit businesses along Inkerman St regularly. I also visit friends and relatives around Inkerman and park near their house. We often go to local cafes and shops in Balaclava. The removal of car parking will negatively affect residents and will destroy businesses.</p>
<p>I don't support either option. Removing car spaces from Inkerman Street will be detrimental to residents like me who use Inkerman St daily. Safety is possible by lowering the speed limit to 40km/hr as has been done on Chapel St and other surrounding roads. Pedestrian crossings can also be added which will cause cars/trucks to slow down any way. I think bike lane changes are unnecessary as riders will be safer through the lower speed limit.</p> <p>If my submission of support for neither option cannot be counted and I must pick either option A or B then I pick option B.</p>
<p>I don't support either option. Removing car spaces from Inkerman Street will be extremely detrimental to residents, businesses and those visiting the Inkerman St businesses. Safety can be achieved by lowering the speed limit to 40km/hr as has been done on Chapel St and inserting pedestrian crossings. Bike lane changes are unnecessary. Rider safety will be achieved through the lower speed limit.</p>
<p>I don't understand why the existing bike lanes haven't been painted green already. This would provide immediate extra safety as it would increase visibility of the lanes for drivers. For a council that claims to be concerned about safety, and cites previous accidents as a pretext for the current proposals, this is an appalling oversight, bordering on negligence. It's quite likely many of the incidents that happened in the past five years could have been avoided by that alone, without necessitating the drastic measures proposed here. Most of the residents and businesses along Inkerman Street are well aware of the safety issues around cyclists and are sensitive to the need for care. They have no 'anti bike agenda' as one of your councillors chose to put it (I found that characterisation particularly insulting). They'd love to maintain a good co-existence with cyclists. But they're also aware of the existing difficulties with parking and are rightly concerned with the enormous difficulties they'll be faced with if parking is further reduced. Paint the bike lanes first, and then get some data on how that's improved conditions.</p> <p>I'm also aware that you've lumped ALL accidents into your precis, rather than just limiting it to the 13 that involved cyclists; and yet your proposals only look to improve conditions for cyclists. We don't even know whether those incidents were at intersections, or were the fault of the cyclists, both of which would be pertinent information. I know this strip well, and I well know that bike safety is not a pressing issue. Things work very well, and if we're talking about an average of one serious incident involving a cyclist every YEAR (and this without knowing where or how they happened), surely the proposals on offer are way over the top. I want all the existing car parking spaces retained, so I would prefer not to be counted amongst those advocating proposal B. Mark me separately.</p>
<p>I don't want bike lane as it will take away parking spaces and increase congestion on the road</p>

I don't want to see too much cutting out of public car parking as it will encourage people to park in my own street. As well as potentially cause more congestion. We have to accept there's more cars on the road these days.
I drive along Inkerman road daily on my way to and from work, and the lack of a protected bike lane makes it unsafe and difficult for both riders and drivers. I would be more likely to ride along Inkerman more often, rather than driving if Option A is introduced.
I either ride my bike or drive my car to PCYC once a week. It's already hard to find a park on Inkerman Rd. I would like to see more prominent bike lane markings, less traffic islands, and more pedestrian crossings
I feel forced to choose option B because of the absolute madness and chaos the removal of so many car parks would create. I already have issues with cars parking over my drive. Option A will make it far worse. Option A is insulting and tone deaf. What a pity, as the intent is great. The delivery would be awful. Clearly devised by a cohort that removal of car spaces would not greatly impact.
I feel really unsafe cycling through Inkerman street at the moment. Segregated cycling lanes similar to those in Fitzroy street/St Kilda rd are the safest option
I feel safer crossing Inkerman St with the existing median strip than than I would without. I understand that many cross at Raglan St and that a pedestrian crossing would make sense there. For the rest the median strip should stay. Any removal of parking would add to the difficulty of visiting my [family member] in Inkerman St. Whilst I am in my 90's and have mobility challenges, a major loss of parking would ultimately mean access becomes out of reach. I like to keep active and get out into the community. I don't want to find I become increasingly isolated due the pleasure of visiting my [family member] is no longer viable. In turn, there are times when I have called upon [the family member] if I can't get a taxi and stranded where [they have] come to my aid. [Their] delay in responding to my plight would be exacerbated by not having ready access to [their] car within reasonable proximity and has to collect it blocks away. Additionally my situation only highlights the problems which would be suffered manifold by the elderly or disabled who rely upon home care service visits or to be taken shopping and their service provider cannot gain convenient access. This would not only add duress to existing challenges but potentially result in the ability to continue living at home unviable. Finally I should like to make the point that fast moving battery bikes and scooter probably represent the greatest risk to safety of pedestrians than careful cyclists are likely to be subjected to in preserving their wellbeing.
I feel the car lanes are wider than needed for the speed limit, and that the bike lane could be made wider than it is without reducing the number of carparks.
I feel this proposal is only focused on Inkerman Street - not the surrounding streets. Need to consider the overall impacts to traffic, especially at school drop off/pick up times in Hotham St for example.
I feel unsafe riding my bike, and it's really sad because I enjoy it but cars have no care for bike riders and it's so dangerous
I find Inkerman St fine for bike riding but if you want to create bigger bike paths you should do it on Alma Rd as there are half as many residents therefore less parking is required. Princes Highway would be a good option too. Inkerman needs the parking, especially with

all the new apartments going up and putting more pressure on spaces for residents in older buildings.
I had a serious bicycle accident in [street name intersecting Inkerman Street redacted] due to a [vehicle] crossing into a bicycle lane and forcing me to crash into a parked car. An East-West separated bikeway to complement the new St. Kilda Road North-South bikeway would be beneficial to the community.
I hate the car parking. The whole street is taken up by it. It slows trams down - creates congestion - there is no need.
I have a physical disability and need to park a car close to certain shops and services on Inkerman Street
I have had 2 car accidents on Inkerman street this year. both times within 100 metres of Aldis
I have not visited this street as I ride my bike and this area is not safe enough for me to navigate. I would only visit if it had separated bike lanes.
I have safety concerns regarding safely entering and leaving side streets off Inkerman street by car with proposal a. It is currently difficult to pull out of our side street in peak hour because of car and bicycle traffic. Having curbside bike lanes could add to extra congestion. Removing car spaces on Inkerman Street could push people to park in already very tight side streets adding to already existing limited parking for residents.
I haven't seen enough data on why these accidents occurred and how much can be put down to personal responsibility for safety. There is no way there are enough active cyclists using Inkerman street between Chapel and Hotham they all use Carlisle street.
I hope that the safety of the bike lanes on Inkerman street can be improved, I would also like to see the St Kilda bike lanes project properly completed all the way down to Carlisle Street as it still feels very unsafe and this is what was promised initially
I just moved to Melbourne in Port Phillip and I am so glad to participate in this important survey. Safe infrastructures have been developing faster in the north of Melbourne and it is timely to boost progress in this part. Thank you very much!
i know it won't go ahead because of the people who are addicted to cars but separation of cars and bikes will benefit all
I like option A. But losing that many car parks will mean an already struggling street car parking issue will increase and cause more issues. This is why I selected B. More needs to be done to increase on street parking for residents and reduce the amount of people parking on residential streets to catch the train to the city.
I like the look of Option A, however the huge reduction in on-street parking bays would cause big problems for the surrounding streets (I live on Westbury). Also Option B will be less likely to impact small businesses on the street who need customer parking and for deliveries. I would like to see more small businesses on the street, not less. Thank you.
I like the plans but feel that car parking is a real issue for residents and workers in Carlisle St on both Inkerman and the surrounding streets as we are often pushed into parking in neighbourhood streets. There is a lot of construction planned for the area in terms of apartment blocks suggesting that the parking problem is likely to get worse not better.

<p>I literally just witnessed a car crash at the Inkerman/Hotham intersection. This is the second one I've witnessed since moving here two years ago. Something needs to be done about this intersection.</p>
<p>I live in Chusan Street and do not qualify for a permit. In the event that there isn't parking available in our street I have to park on Inkerman. I am greatly concerned by the lack of parking in option A and the possibility of limiting hours of parking on Inkerman to realise this design, as getting parking on Inkerman is already difficult. I would like to see Option A go ahead, but I would strongly encourage the council to not limit parking time in the evenings (after 6) along Inkerman as it will greatly affect residents. There is already not enough parking, numerous abandoned vehicles and an influx of overnight parking on weekends due to the Inkerman Hotel Patrons who do not realise they supply a carpark. If option A included hourly parking it will cripple residents who require a car.</p> <p>However, it is a superior design that will make Inkerman safer for everyone as it limits the unsafe "balaclava driving" I see everyday and reduces the number of people darting into the road to reach Aldi.</p> <p>The only crossing which I would reconsider is the crossing at Young/Blenheim. People are cross to/from Nelson St on their back to/from Coles and Woolworths. Placing the crossing on the east side of the rail bridge doesn't make sense, people will still cross at Nelson street so they don't have to extend their journey. People always follow the path of least resistance. Although this would be a safer crossing experience, it doesn't solve the real problem, so I would consider shifting it to the west of the bridge where people are actually crossing everyday or directly under the rail bridge, as people would be more likely to cross here. This would also benefit Inkerman as the the rail bridge area needs some beautification.</p> <p>I am very happy to see that the footpaths along Inkerman will be redone. They are very inaccessible, not level and ugly. It greatly reduces anyone's interest in walking around the area as it is both difficult and not a nice experience. I think either option would be good for resolving this, but the additional planting in option A really elevates Inkerman.</p> <p>I am also excited to see how either option activates Hewison Reserve. It is a highly under-utilised and a generally ugly space. With the planned park redevelopment, this will really bring life to the area.</p>
<p>I live in Evelyn St, which has problems with parking. More people with two cars live in the street and we know that some commuters use it for parking when going to Balaclava Station. Whenever there is any building development in the area we just can't park because tradies park here. I worry if I come home late I may have to walk through the streets at night alone. I'm a [70+] year old woman. Please don't make it come to this.</p>
<p>I live in Linton Street where we have residents parking on one side of the road. If this goes ahead we will need residents parking on both sides. Also it will be difficult to turn right on Inkerman Street without holding up traffic</p>
<p>I live in the neighborhood and have young children who are too scared to ride a scooter or bike with traffic. By allowing a bike lane on the pedestrian walkway you allow me and others like myself the opportunity to bike or scoot in safety. Cars are not good at avoiding bikes or scooters with kids who are often slow, fall off and take time to travel anywhere.</p>



<p>Please don't take away parking spots on Inkerman to make a bike lane on the street. Better to allow bikes to go on the sidewalk, and not make any changes to Inkerman as is.</p>
<p>I live near the corner of Hotham and Inkerman and I regularly have to ride through Inkerman St to access the new protected bike lanes on St Kilda Rd. However, the initial part of my ride (on Inkerman) is very scary and the protected bike lanes shown in Option A would make my daily commute much less stressful!</p>
<p>I live near the corner of Inkerman and Hotham St. The morning (inbound / westbound) clearway is a waste of time and should be removed. At the junction of Inkerman and Hotham St, there is provision for two lanes crossing straight over Hotham St in the westbound direction, it creates a drag-race from traffic lights which can be wildly dangerous.</p> <p>At the junction, there should only be one lane crossing Hotham westbound in a straight line, and the left lane should be changed to left turn only into Hotham St.</p>
<p>I live on an Inkerman adjacent street. I walk and bike at every opportunity, I think the biggest issue is not having dedicated pedestrian crossings. Removing car parks as per option A will create more problems than it will solve. Very concerned given how poorly these upgrades have been done in past (Fitzroy St, Westbury St). I haven't found cycling around problematic. Thanks</p>
<p>I live on Inkerman St and have no off street parking. Some days I have to drive around the block several times to get a car space in a safe walking distance (I am a nurse and do shift work) to my home. It is already stressful enough to get parking near my home and if friends or family visit, they also often struggle to find parking.</p> <p>The Op shop and GP clinic are always very busy and on one side of Chusan St, there is all day, no permit required parking that people who work nearby or get public transit to work will park in all day, taking up valuable parking spaces for residents. Will we be able to have more permit only spaces so residents, most of which do not have any off street parking, will be able to access? I am fearful of having to walk long distances to my car in the dark on my own.</p> <p>I also think that the residents only being given two options to choose from and not having their concerns about how this will impact our safety and desires is unfair. I believe if we are essentially being forced to choose out of two options that are not ideal for those of us without off street parking, then the discussion around what measures will be taken to ensure we can still park a safe distance from our homes must also be highlighted and strongly considered.</p> <p>Thank you.</p>
<p>I live on King Street where there are no parking restrictions. It is hard enough now to find a park on my street without taking away even more carparks.</p>
<p>I live on the corner of Inkerman and St Kilda Road. I strongly support revamping Inkerman to make it more pedestrian-friendly. There are very few shops along here and ample off-Street parking. All the parking is not needed.</p> <p>Improving the length of time pedestrians have to walk across the lights at St Kilda Road would also be enormously valuable.</p>

<p>I live to the north and I work to the south of Inkerman in Balaclava. I currently do not ride along Inkerman because, well, have you ever ridden along there? I ride down St Kilda Rd. But if bike lanes were built, then I would have a better option than terrible St Kilda Rd after the Junction. When I ride, I choose the safest and quickest route. I am willing to ride a bit further for a safer route, so this would be an upgrade which would give me options about how to get to work, and who knows, maybe I'll stop in to the shops on the way through.</p>
<p>I live too far away to use any other option than a car. I play basketball at an organised club at pcyc and maintaining parking nearby is paramount to keeping this organisation going.</p>
<p>I live with my [family member] in Inkerman St. My [family member] drives and I am highly dependent on [them] to visit family and friends, do shopping and attend to appointments when public transport doesn't meet my needs. My family member normally relies on parking on the side street near us and sometimes on Inkerman St. Depending on the time of day this can be difficult as parking is often nearly fully taken up.</p> <p>If it was to be much worse through the council's removal of parking near us, the side street may be totally parked out, as may any nearby street parking. This means my family member may struggle to park any where near the house and there will be times when finding a spot may take a long time and be at quite a distance from home. This would make life difficult and stressful in a lot of ways, including when we have to load and unload the car and leave somewhere at a distance. There are problems with security in some locations and our safety in traveling back home from blocks away may put either both or my family member alone at physical risk. My friends who find it hard to park now may be less likely to even visit if it is too hard and inconvenient. In the future when needing support services, being able to park close is important</p> <p>for it to work properly, rather than much time parking or getting to an from the car.</p> <p>We have enjoyed living here for 40 years but we are very worried that changing because of council's decision to make parking problems much worse.</p>
<p>I love this proposal. It is much needed in the community. With the lack of crossings and intensity in traffic along Inkerman, many people, old and young, are forced to stand in the middle of the road while traffic whizzes by on either side. My only suggestion would be to move the crossing at Blenheim street to Nelson st as it is an important corridor between Carlisle St and Alma park. The vast majority of people I have seen crossing the street in this area are moving from Nelson St through to Raglan St. I think it is a missed opportunity to not directly service these people with the proposed change.</p>

<p>I most often ride a bike along Inkerman st, and the surrounding areas where similar initiatives for road user safety have been implemented - the (beneficially) removed Westbury St bike lane/speed bumps, the concrete buffer curbs at street corners that were installed in Elwood, and the bike/car lane separations along St Kilda road.</p> <p>While I understand and appreciate the initiatives toward safety, and responsiveness to accidents and injuries that have occurred, it feels to me as a regular rider that while there are some safety benefits to lane separation, there are also significant vulnerabilities - that of a greatly reduced visibility of cyclists from cars if there is a median and parked car strip separating them.</p> <p>Either way cyclists still need to be skilled and knowledgeable about how to ride safely amongst cars.</p> <p>It seems to me that not only is it the physical space and shape of traffic flow along Inkerman St that increases risk, but the greater structural circumstance - it is fed by traffic from a major arterial that is often congested itself, it bottlenecks at this point with the many traffic islands and feeding of the Aldi supermarket, that there is the one petrol station in some distance and that both of these important businesses promote cars to hassle and grab opportunities to get in and out. It seems to me it's just a choke point of driver attention.</p> <p>I am a cyclist and have been seriously hit once (in Lygon St Carlton), and fully appreciate our vulnerability, and that of pedestrians, and of pedestrians to bikes too. But I don't believe coddling us in amongst concrete curbs and obstacles both physical and visual improves our safety. it's just a different set of safety concerns.</p> <p>Solutions like the buffer curbs in Elwood felt like a real hazard riding at night. Especially for bikes - where a car might drive over it or ruin a tyre, a collision for a bike could be a serious accident and could fall into the flow of traffic. Which is a concern i have for the green planter extensions proposed in both design A and B.</p> <p>I would suggest if possible to give them a meaningfully sloping angle curb, so a bike may, if it comes in contact roll over it, rather than hitting a square block.</p> <p>This too would prevent car wheel damage. Such planters are just matter of factly often hard to see.</p> <p>Wider parking spaces that can give cars room for door swing, while also having a clearly marked and buffered bike lane, allowing bikes to be constantly visible to motorists rather than intermittently seems a good and meaningful improvement to road safety. It would also help traffic flow better by keeping bikes out of the car lane, improving congestion, and in turn depressurising the driving experience a bit.</p> <p>More greenery is also welcome, but functionality of the local area to accommodate cars' parking seems important to keep in balance. Cars and the space they need and centrality to how we function can't be denied, or underestimated in a spirit of hope. Much as i do hope for social change to fewer cars.</p>
<p>I need more free parking options to avail myself of the services and shops in Inkerman Street. I like visiting Ripponlee but find it hard to park there or even near Ripponlee .</p>
<p>I object to Option A because of the economic damage to businesses and residents need to park on the street close to their properties. Women should not be forced to walk long distances at night when parking distant to their properties. I object to Council's anti-car activism and social engineering</p>

<p>I object to the reduction in the speed limit, except by the Aldi shops.</p> <p>I also feel that the bike lane in option A is far too wide. It's not fair to other road users. It is shown in the illustration with 2 bikes abreast. I think it should be wide enough for 1 bike. (Actually it should be wider in option B than option A (not the other way round) because there is less protection for the cyclist.)</p> <p>I'm in favour of further protections for pedestrians and cyclists to a point but Inkerman St is a main road. You can't calm every road in the suburb to the extent that it's a nightmare for car drivers to get out of their home suburb.</p> <p>My opinion is based on: I live in Balaclava and commute via Inkerman St by car (to Mulgrave, so neither cycling nor public transport is an option).</p>
<p>I often have places to travel to on Inkerman St or in the area including to medical appointments for my [family member] , to play dates with her friends and to purchase items from many of the specialty Jewish stores in the area.</p> <p>We do not choose to drive, although Inkerman st is so hostile that we are often forced to, using car share. We would otherwise ride on our cargo bike which is how we get around. Sadly for the businesses on Inkerman St they are missing out on thousands of potential customers like my family who choose to ride a bike. The proposed separated design looks good and would absolutely improve the amount of people biking, scooting, skating, and walking in the area. It would also improve noise pollution (I have sensory issues and loud traffic is very hard for me to deal with), and could offer opportunities for local businesses to have more outdoor dining which is a much better use of public space than for storage of a vehicle.</p> <p>Please make sure that the final design incorporates adequate and well placed bike parking especially for cargo bikes.</p>
<p>I park a lot in Inkerman street to access shops and houses. Parking is already hard there please don't make take away too much parking from the local community.</p>
<p>I prefer option A, but some of the side streets off Inkerman will need more permit parking only spaces than they have now as it's already difficult to park near home</p>
<p>I prefer option B because as a person with a disability seeing my allied health practitioner on inkerman street, I continue getting out of the car and be immediately on the footpath. I do not have to worry about being knocked over by a cyclists travelling at fast pace along a bike lane. I wouldn't have to step over obstacle separating the bike lane to get to the clinic. And I wouldn't have to walk a long distance due to the loss of parking. If option A goes ahead, and I am knocked over by a cyclist because I am forced to cross over a bike lane... is council liable for damages? If not, who would be given bikes are not registered like car?</p>
<p>I rarely see cyclists on Inkerman st, I am puzzled why this has been proposed. We should lower the speed limit to 40 km/ph as the current 50 km/ph is very fast around pedestrians. I see this as a greater safety priority.</p>

I really like the idea of greater planting on the median strip with both options but can the council please put more adequate protection around new tree plantings? Currently only 2 wooden stakes are put in to hold the new tree upright. I see there are cages around some trees closer to the intersection but in front of Aldi, which is a very high traffic area, they just have the stakes. In the decade + I have lived above Aldi the trees have been replaced a couple of times simply because they are constantly smashed into by cars/truck and intoxicated people, before they get to a size that is resistant. Surely a few more sturdy protections would be more cost effective in the long run? We might even get to see plants that reach a height where the benefits are as planned.
I regularly visit the area to meet family and we like to go to the local cafes and businesses. I feel any impact to on-street parking will be detrimental to the area as a whole, and the enjoyment of the local facilities.
I ride a bike to work, though not along Inkerman, and know that having cycle tracks on my route is a key reason. For environmental reasons, any initiative that promotes cycling, by making it safer is welcome.
I ride a lot today and do not feel safe at times using bike lanes on the inside of parked cars (eg chapel st)
I ride along Inkerman St everyday and I drive along each day.
I ride my bike - my concern is for the residents carparking. I would love the greening but option B will suit more people. I'm a cyclist, I'd prefer option A but I think it would be better for everyone.
I ride my bike extensively, but currently would not consider doing so in Inkerman Street/Road - far too dangerous. Option A would mean I could use that road to travel most of the way to Caulfield Station (beginning of a great bike path to Dandenong) in safety. I see no point at all in Option B, as bike riders are still completely exposed to cars (both in motion, or 'dooring' from parked cars)
I ride on the separated bike paths on St Kilda and they are much safer for cyclists than compared to the previous road design. Also, if you planting more trees please consider trees that provide shade, as opposed to the trees that you commonly plant.
I ride [redacted] from Balaclava to [university location in city centre redacted] regularly. The recently addition of protected bike lanes along St Kilda Road have made the experience much much safer and more enjoyable. I still bypass Inkerman St to reach the St K Rd bike lanes due to the traffic, which feels very dangerous (I usually ride up Raglan St and through the park and down Wellington St to St K Junction - still scary but safer for longer). The greening of the street is in Option A is also a fantastic visual/ecological improvement.
I ride to work, and walk, I think this will just help tidy up inkerman street it's looking tired- even more towards Hotham St could help also.
I ride with a baby most of the time and Inkerman street currently isn't an option with him onboard, for safety reasons

I run a business from [Inkerman Street business name redacted], we need carpark to provide safe travel for our 160 members, we are concerned by a reduction of carpark, with rising assaults in the area.
I selected that I park on Inkerman St and side streets because Inkerman Street where I live is often parked out - parking is at a premium NOW. ANY loss of parks will make parking cut throat as I have witnessed in Alma Road alongside Alma Park. The south side is permit only so drivers do dangerous U turns to grab that single park on the north side of the road before an oncoming car can take it. NO loss of parking bays should be included in this survey as Option C for the many stakeholders who have the right to object to the proposal full stop.
I strongly support Option A which would allow my family including my teenage children to safely ride their bikes.
I strongly support option A, both because of the better protected bike lane and increased greenery.
I support all initiatives to make streets more friendly for pedestrians and active transport. Also, improving lighting for pedestrians is important for perception of safety and general amenity.
I support having roads that are safer for all road users. It is however crucial to keep accessibility open. Not everyone is physically able to walk far or cycle. When parking and driving options are reduced, the inner city becomes clogged and more difficult for locals and others to access services and their homes. I have friends and family who already find it challenging at times to visit and when there are proposals and changes to keep reducing parking options, it makes locations inaccessible. Being able to have traffic (cars and cyclists) flow is imperative for general use of roads as well as for safety for all.
I support Option A to make it safer for bike users and therefore protect the environment. I am concerned however about bike users cycling too quickly and hurting pedestrians. I am also against increasing the size of parking spots to cater for SUVs. If they are not currently standard size then fine to increase to make them standard however I think SUVs need to be disincentivised and their oversized called out and made obvious, not catered for.
I support small business and taking away parking places is unfair for traders and their customers.
I support the council's efforts to accommodate all road users and increase amenity and access to public transport. I don't understand why Inkerman Street has been identified as the preferred option for bike lanes when the central corridor separating the two directions of Dandenong Road seems ready-made for the initiative. Much less disruptive to the residents of the area.
I think bike lane colouring makes a big difference, so would help to distinguish the zone without the bigger task of a built lane. I am an avid cyclist too.
I think bike safety is very important. I have been car doored twice whilst cycling and admitted to hospital because there is no protected bike lane
I think both options are bad to be honest, but if you are sneaking things through and there has to be one of them the one that leaves us with the most street parking Option B would be my choice. Stop destroying the community!

I think businesses need parking to continue. There are enough businesses closed since covid. We don't need any more.
I think it is important to maintain the safety of all users on the road and footpaths and to provide access to shops for people of all mobility types and to help promote small businesses on both Inkerman and Carlisle streets to help keep the community village feel to Balaclava
I think option A is just fine.
I think option A will be unpopular because it sacrifices more parking. Why not make a thinner bicycle lane and use the width to allow for more parking still?  Option B is pointless and will not get the outcomes city of port Philip desires. Studies have time & time again demonstrated that cyclists are more inclined to ride more only when bicycle lanes are fully separated from cars. If option B is implemented people will not ride more. I won't. It'll be a waste of money
I think Option B is the best one , I do not think that option A is suitable at all
I think that having parking on only one side of the road will encourage car drivers to do u-turns which are a hazard in narrower streets like Inkerman St. I already have to put up with this in Duke St (corner of Geltnmark Ave) and don't want to have to be on the look out even more than now when I go on my neighbourhood walks with [redacted].
I think that if this upgrade is to be undertaken, it should be done to achieve the maximum result, which will be improving the greening, safety and accessibility. To only include buffered bike lanes still leaves cyclists very exposed to traffic, and only marginally improves safety. The added safety benefits and more greenery that would come from adding a kerb to divide the bike lane is far superior. This will also make the area far more attractive and much nicer to walk along, and feel more like a community street than just a through road.
I think that it would be a big step backwards for community and the environment to increase parking space for the larger cars. Larger car design is the wrong direction and the government should be looking at ways to regulate cars back to smaller sizes. These cars are dangerous and more likely to kill a pedestrian or cyclist if they are involved in an accident. They pollute more and take up more space. We are an inner city suburb with high levels of middle density building. This should be celebrated and catered for by prioritising walking, riding and public transport options.
I think that these proposed plans are completely unnecessary and a typically complete and utter waste of rate payer's money. Money that could be better spent on cleaning the streets properly, upgrading footpaths, graffiti removal and generally improving the street appearance across the area. Adding bike lanes and reducing car parking spaces on a major artery through the suburbs SHOULD NOT be a priority when our rates are better spent where they are really needed.  City of Port Phillip should adopt the street cleaning programs used by the City of Stonnington where each side of street is thoroughly including the gutters.  CoPP's street cleaning program is laughable by comparison.

<p>I think the biggest problem in the area is parking.</p> <p>Any option that takes parking away from an area that is under pressure for parking is in my opinion , a really bad idea. I live in a side street of Inkerman , where people IMO would park in should parking spaces be removed. We are already in a bad situation regarding parking. So I can't imagine what option A would do.</p>
<p>I think the design looks safe, green and nice and will make the street a lot more attractive for visitors</p>
<p>I think the priority crossings could be dangerous. The problem is that people cross the street to access shops (especially near the Aldi) and most people take the direct route meaning they are likely to ignore the crossings.</p> <p>I also think the yellow flashing lights need to be user triggered. Having the lights flash constantly leads to people becoming complacent and ignoring them. There is a good example of this happening on Willamstown Rd, Port Melb.</p>
<p>I think the separation as in plan A is a success where implemented across Melbourne for all concerned, pedestrians, cyclists and motorists. We cannot plan transport management in CoPP by giving priority to the rights of residents to on street parking or fuelling options at their doorstep. No-one should feel they have that entitlement.</p>
<p>I think the street needs more pedestrian crossings. I don't think it needs any other changes, although stopping people from riding bicycles on the pavement would make it safer for pedestrians</p>
<p>I think there's plenty of room for cars, bikes and walking at present. I think it's a huge waste of money! There are many apartment blocks with insufficient parking already. Your A and B options will make it worse.</p>
<p>I think this is a fantastic idea to make the neighbourhood more inviting and safe for all. I'm very excited for the extended greenery and possibilities behind the change.</p>
<p>I think this is a solid concept &amp; it would make me feel safe enough to ride on Inkerman St. I rode it once in its current state, but I didn't enjoy it &amp; haven't ridden it since - separation from cars is very important for me to feel safe riding.</p>
<p>I think this is a waste of money. Hardly any bikes use the road and there is already designated bike lanes. Currently there is great visibility for pedestrians. Where council has planted shrubs at pedestrian crossings (such as in front of 358 Carlisle st, and Fitzroy st/Park St) the council is unable to maintain these gardens/shrubs and the visibility is so poor that pedestrians have to step out into the road/bike lane to look for oncoming traffic. I believe that 33 accidents in 5 years is a very low number, and should either of the options proceed, the accidents will significantly increase, and the severity of the injury will certainly be more significant. I hope should the council proceed that they provide annual reports on the accidents - this so called upgrade is not good at all. Also, can the council please disclose any rebates/funding/provisions they will get for implementing either option a or option b.</p>
<p>I think we need a harmony between all road users. To remove such a large number of car spaces is not harmony, this will cause chaos and defeat the whole purpose of this project.</p>



<p>I hope that the council and councilors think long and hard about what the local rates payers actually want. Option B is the answer.</p>
<p>I think what the council is proposing is a massive cost that will only benefit the few people who cycle along Inkerman Street but who do not live in the council area and do not pay council rates. Both options remove car parks that will only disadvantage the people who live, work and support the local businesses. Business people will lose customers because people will go where parking is easier.</p> <p>Safety is not going to be improved for pedestrians. The placement of dedicated crossings and removal of the centre median strip will still mean that people will cross the road at the most convenient place for them but it will be more dangerous without being able to pause there to safely cross. The placement of a crossing at the end of Blenheim Street is NOT where people cross to go to and from Carlisle Street and the street that goes to Alma Park. Cyclists will not stop at the pedestrian crossings which adds to the danger for pedestrians.</p> <p>There will be more noise and air pollution caused by cars stopping and starting at the crossings.</p> <p>Car access to properties will be seriously restricted and more dangerous because of the changes proposed to the median strip. Removing parking places will make it more difficult for trades people to attend premises or do deliveries to businesses.</p> <p>There will be significant problems for the waste collection services with widening of bicycle lanes, tree plantings and pedestrian crossings. This will result in the collections taking longer and could cost the council more.</p> <p>IN SUMMARY:</p> <ul style="list-style-type: none"> <li>-Expensive</li> <li>-Unnecessary</li> <li>-Poorly planned</li> <li>-Does not benefit the community and local businesses</li> <li>-Will not improve safety</li> <li>-Will add to pollution</li> </ul>
<p>I think you need to make more pedestrian crossings, especially where the traffic comes out from the shops, such as camden and nelson street. As exiting that block as a car is very hard due to it being surrounded by a train line, carlisle and chapel st, and the large amount of traffic. Cars go very fast down camden and there are a lot of dangerous turns made ( and crashes) from camden into inkerman. Make pedestrian crossings at these roads.</p> <p>Also the only proper way to have a safe lane for bikes is a physical barrier, as a cyclist and a driver, inkerman st is not safe for bikes and option B would not do enough to rectify it, it is barely better than the current situation, but removes the section in the middle of the road which make it safer to cross as a pedestrian and to turn right as a car.</p>
<p>I travel to Inkerman St from the west of Melbourne to play sport several times a week, and parking is already incredibly hard to find near the sport centre. An option that keeps cyclists safe but also keeps enough parking for users of local services would be a great outcome.</p>
<p>I understand option A was previously part of a proposed larger and longer bike corridor along Inkerman St up to Caulfield Park that did not go ahead.</p> <p>Creating this now only in this section does not make any sense, in particular what happens at Brighton Rd, where do the bikes go from there?</p> <p>Option B seems more sensible by making some improvements to slow down cars and</p>

<p>make it safer for people to cross as well as not impacting local businesses like cafes - if there is only parking on one side of the road, it is actually unsafer for people to visit businesses on the other side of the road.</p> <p>Hence my vote for option B</p>
<p>I unfortunately cannot find a box to say that I don't want any carparking removed. I shop at Aldi and park outside on the road due to the carpark underneath at Aldi being unsafe, I always have. With regards to the pedestrian crossings, three seem a little to many. I can't find where they are located on your maps.</p>
<p>I used to ride a LOT of road bike and sadly these lanes (think Fitzroy St) just turn into a nightmare with pedestrians walking through etc</p> <p>Also sadly council has not assisted residents when we asked for developments to provide adequate parking so now our streets have more cars parked on them at night and as a resident with a permit we cannot get a park - this will get worse with the removal of parking</p>
<p>I very much hope that Option A is chosen. I really don't see any downside to it. Option B is essentially what we already have - painting a line on the road provides no protection to cyclists. I think Option A is vastly superior - we get more trees - about the same number of car parks - better separation between bikes and cars which benefits everyone. Inkerman is such a wide street - there is currently dead space in the middle of the street - far better to use that space as a protected/dedicated bike lane.</p> <p>On the pedestrian crossings - I strongly urge you to reconsider the location of one of them. The proposed location of the crossing between Young and Blenheim makes no sense - there is a traffic light right near that intersection and the foot traffic there is very light. It would be much better to put it between Raglan and Nelson. This is more equidistant between traffic lights but crucially those streets have a huge amount of pedestrian traffic as people walk to the train station and up to alma park along these streets. The intersection of Nelson street is also dangerous as cars turn into that street (one-way) quickly. A pedestrian crossing there would be optimal.</p>
<p>I walk, cycle + public transport as my primary transport. Occasionally I drive/I'm driven.</p> <p>Cycling on Inkerman isn't that bad. It's a bit annoying when cars don't look out for me on my bike especially when pulling out of streets &amp; parking spaces but I don't think cycle lanes will change this.</p> <p>Traffic lights &amp; lanes for bikes at intersections are great. Let's start there &amp; review the bike lanes in a few years?</p> <p>Negative attitudes &amp; awareness of cyclists should be improved. Getting rid of parking spaces to build segregated bike lanes won't help the existing anti- cyclist sentiment.</p> <p>Supporting local business is hard enough, getting rid of parking spaces would likely result in a dip in trade</p>
<p>I want my son to be able to cross Inkerman safely on his route to school. I want my husband to be able to ride his bike to work down Inkerman. I want to live in a safer, greener, more connected neighbourhood.</p>

I want safer bike lanes but not at the cost of parking.
I want to be able to find parking. Very hard to find parking.
I want to be able to take my kids to school on their bikes, and would only do so with protected and separated bike lanes. Without these, I am forced to drive them to school.
I want to lose the least amount of street parking as possible. It's already hard to find parking on parts of Inkerman, and if we lose too many car spots it will lead to more congestion as people search for parking.
I want to support the small businesses on Inkerman street and the reduction in parking will have a massive effect!
I was almost hit by a van right out the front of Aldi, making changes to the bike lanes is imperative
I was dismayed that the bike lane trial in Westbury Street was discontinued, as that had a massive effect on my safety while riding and my mental health as a result of decreased active transport usage. Do not let an angry minority speak over the majority of locals who live with and engage with this community.
I was not informed of your plans, till this latest letter drop. Nothing worse than a council not keeping people up to date with what you're up to.
<p>I welcome safe bike riding lanes and pedestrian crossings.</p> <ul style="list-style-type: none"> <li>- However I think reducing parking to one side of the road would increase the temptation for car drivers to make illegal u-turns as they compete for car spaces on one side of the road. The Aldi supermarket means that many locals are competing for car spaces.</li> <li>-Reducing the car spaces will increase incidents of driver frustration and illegal and unsafe driving practices.</li> <li>-Putting bike lanes between the footpath and the parked cars is very dangerous for pedestrians and also for elderly or disabled people exiting the passenger side of the car as they step right into the path of oncoming bikes.</li> </ul>

I wholeheartedly support option A with the fully protected bike lanes. I cycle along Inkerman Street daily to commute to and from work and I have had way too many bad experiences with the road. A fully protected lane is needed, and simple painted buffers aren't enough.

Perceived protection is just as important as real protection and should be measured and considered. Perceived protection increases uptake of cycling which will help council achieve its goals of having an increased share of sustainable transport. Increased cycling numbers also, over time, make drivers more aware of cyclists as they get used to them, and as a result, cyclist safety is increased. This can be seen all around the City of Melbourne where the sudden increase in cycling with their protected bike lanes has led to drivers being more aware of their surroundings and not dangerously ignoring cyclists; I know this from experience. These benefits must be considered in addition to the real safety benefits of the increased protection offered by option A. Option A is the only option that will increase perceived protection. Option B will not lead to nearly as much of an increase in cycling numbers.

Despite the increased safety compared to the current state, the buffered lanes in option 3 don't actually offer any true protection. In my experience using similar buffered lanes, cars simply disregard the paint on the ground and drive over them whenever convenient and present a danger to cyclists from every angle.

I have personally seen, and have almost been hit, many times, by cars driving out of parking bays without looking or waiting for cyclists, cars driving over the bike lane before turning left despite there being a bike already in the lane, and cars attempting to drive around a right turning vehicle by using the bike lane, again I have seen this happen too many times and in fact have actually been hit by a driver doing this. The last danger is made worse by the buffer. The total width of the lane and the buffer combine to give a width of 2.1m; the same width as the parking space to the left so clearly this is enough room for a car to fit through, especially with the extra width of the vehicle lane to the turning car's left. Drivers will always squeeze their way through instead of waiting for the car in front to turn right. The road rules are clearly not enough to stop cars driving in the bike lane. Physical protection and separation is what is required.

A further issue with Option B is its incompleteness. The separation of any buffers is simply removed close to signalised intersections. Intersections are known to be the most dangerous place for a cyclist, yet this is exactly where their 'protection' by buffers is removed. Another consequence of this is cars using the bike lane as a turning lane. I have seen countless times cars waiting in the bike lane to turn left at lights while ignoring the lane designated for them to their right. In fact, the only place I really ever see this is on Inkerman Street in Port Phillip. Option B provides no protection against this.

An even more distressing incompleteness of option B is the complete lack of a bike lane at the east end of Inkerman Street. There is no bike lane at all, protected or not, on the westbound side between Hotham Street and Chusan Street. A street is only as safe as its most dangerous point. This point is that weak link in the chain. This point in option B makes it much less safe than it initially seems. It appears that the bike lane is lacking here to retain some car spaces. To me this seems like an artificial inflation of the number of parking spaces kept to increase the support of Option B by packaging no bike lane at all with a stretch of unprotected buffered lanes.

Council should not fear the reduction in parking proposed in option A. As stated in the report to council (10.2), option A still leaves Inkerman Street with 4% of parking spaces

available during peak occupancy times. Even when considering the parking loss section by section, the St Kilda Road to Chapel Street section is only short 17 parking spaces. Section 4.32 of the report specifically states that people will seek different modes of travel when demand outstrips supply. With a well protected, separated bike lane given in option A, people will be much more likely to travel by bike. The increased bike use will likely reduce the demand by at least 17 spaces and therefore parking supply won't be less than demand at all. That section is where the Aldi is that many residents shop at. Short trips like grocery shopping is where the increase in cycling will be. A fully protected bike lane like that in option A will create space where parking stress may arise.

Further, again referring to section 4.32 of the report to council, if parking is decreased, people will be more likely to choose transport options other than a car, all of which are more sustainable and environmentally friendly. This helps support council's climate targets (which already call for more bicycle use over car use), help create a more livable city, and help reduce congestion on council's roads.

I recently spoke with an [older person] who lives on Inkerman Street who told me that [they] would love to ride to the Aldi to do [their] grocery shopping but is too scared to without any physical separation from cars. Option A is the only option that provides this. The loss of parking spaces should never justify choosing a less safe option. The additional 96 spaces that option B provides cannot be reasonably accepted at the cost of safety.

Option A provides a greater potential for greening of Inkerman Street. The benefit of this should be measured and considered. This will help achieve the goals in Council's new Urban Forest Strategy, as well as turn Inkerman Street into a nicer place to be. Option B does not provide nearly the same level of benefit with its mere 3 extra trees.

Finally, nearly every strategic document concerning bike safety emphasises the need for fully protected bike lanes, including Council's own Integrated Transport Strategy. In the Integrated Transport Strategy, action 18 of outcome 2 specifically states that protected bike corridors are needed. Simple buffers are not protection. Option B just does not cut it. Only option A, with its fully protected lanes, achieves the goals of Port Phillip's transport strategy.

Additional things to consider:

Council should advocate to VicRoads to have the bike lane continue through intersections with arterial roads with broken line markings and green surface treatment similar to what has been added along Chapel Street at Alma Road and Inkerman Street.

Parking should be remodelled with expected cycling uptake included so that parking supply deficiencies can be accurately considered.

If the undersupply of parking between St Kilda Road and Chapel Street is the reason that option B is chosen, the protected lanes of option A could still be implemented in the other two segments to increase overall safety without having peak parking demand outweigh supply. The options don't need to be between "only protected lanes" and "only painted buffers"

I wholeheartedly support the proposal to have a protected bike lane in Inkerman Street (and every street). It is only safety concerns that hold both myself and my flatmates and friends back from cycling on some routes. A protected bike lane would absolutely solve this. I also hope it will be appropriately linked up with other bike paths, and not just say "bike lane ends" with nowhere for cyclists to go. And I have no concerns about parking in Inkerman St or surrounds; there is always plenty of parking. Most residents don't even park in their driveways, as they should. So it would provide better clearance on roads in general. And I love the idea of having more greenery and building an ecosystem on what is otherwise a bland kerbside, offering little to no vegetation and nesting options for wildlife. This whole proposal (A) would be an excellent solution. It is unconscionable to do nothing about cyclist safety and protection. So this is a good start in the right direction.
I will always love to see more planting and trees but inkerman st has so many tree plantings that are not maintained, look terrible and have been replaced more than once. Not sure if just putting more in for the council not to maintain is the answer. The general maintenance of hard rubbish, road signs and bollards is extremely poor and has an effect on how drivers use the road. I think if you removed the middle mediums and allowing the cars to drive in the centre of the road, widen the car parking and bike lanes, put in pedestrian crossing at Nelson st, Orange Grv and at the Aldi super market and possibly do additional plantings within the parking format.
I will be less likely to find parking in an already crowded area.
I would also feel more comfortable with my kids riding there bikes around
I would desperately like protected separated bike lanes
I would feel so happy to live in an area that is prioritising active and safe transport, so that I can teach my kids to ride a bike to their Safta's house without putting them or drivers at risk of disaster. Please go with option A! It will absolutely increase the value and livability of our neighbourhood.
I would have liked an option to make no changes. I still would have gone for Option B, but it's presumptuous to only offer the two development options. Option A would be a little safer for us cyclists, but would decrease amenity. Not to mention that so many more people would park in our street. Also single people living alone on Inkerman St (I know a few who are worried) may have to park a distance away and walk the streets at night just to get home.
I would like better bike lanes on inkerman.
I would like the car parking as it is now
I would like to see no reduction in parking as it's already at a premium
I would like to see the improvement of the safety of Inkerman Street to extend to Caulfield which requires Glen Eira Council to facilitate a similar change
I would like to think that the Council has considered the impact the loss of parking would have on many Inkerman Street businesses and community facilities such as medical centres. Setting aside the inconvenience for patients and business clients perhaps the more concerning factor is the very real likelihood of a significant loss of income. These issues should weigh heavily on the Council in coming to a decision.

In addition I suggest that only feedback from ratepayers from within the Council catchment area should be taken into account when coming to a decision.
I would love to be able to carry my small children on a bike for shopping, childcare drop off /pick up, to get to parks and library and local facilities but I just feel it's too unsafe to do so. I think i would definatley start taking the kids by bike if Plan 'A' was realised.
I would love to ride my kids to school, but it currently feels quite unsafe to ride in Port Phillip. Safer bike paths would be great.
I would love to see more space for roadside planting and trees & improved cyclist safety for the children and adults. This is an important thoroughfare used by our kids to travel to and from school every day. We can only guarantee safety by separating bikes from traffic and parked cars. Our neighborhood desperately needs more trees and plantings especially as our climate gets hotter.
I would NOT support the loss of over 100 parking bays - that just does not make sense at all with parking already limited.
<p>I would prefer another option other than A or B. I can't accept either. Please provide more detail as to why the need for the change. What were the actual causes of the crashes/injuries quoted? How does this compare to other similar areas eg: Glen Eira Road ?</p> <p>Is there evidence based data that shows such a change would eliminate the problem? And is there follow up data on those affected by loss of parking space?</p> <p>You are talking about removing over a hundred car spaces from Inkerman Street, where the surrounding streets already struggle to get a park.</p> <p>Inkerman street residents have for decades had the ability to park relatively close to their home, if not in front of. The suggested change will see women returning home late at night having further distance to walk from car to their home. This presents a real safety issue concern. Likewise, elderly, disabled or impaired walkers living in this area. How do you think they are going to feel about having parking spaces they have known forever, being taken away? What sort of stress is this going to cause them?</p> <p>For the record, I don't feel the need for any further pedestrian crossings. I've often appreciated the fact that we have an area in the middle of Inkerman Street where we can walk to, wait and finish crossing when safe to do so. What I would like and hope to see is more beautification, ie creating a green canopy emanating from the beds in the middle of Inkerman Street.</p> <p>As far as safety on our roads and streets, I am concerned about bicycles and scooters being a hazard to pedestrians, especially with the added distraction of ear plugs diverting their attention as they listen to pod casts and music blocking out sounds of their surrounding environment as they ride along. How often have we all seen bike riders going through red lights? And from my experience scooters have been a topic of conversation amongst many elders and young who have had near misses with them. I too have come close to colliding with a speeding scooter on a path coming around a corner.</p> <p>Back to the parking issue, my [family member] and friends when visiting already struggle to get a park in or near Fiona court, reducing car spaces in Inkerman Street is only going</p>

<p>to make this more problematic. The impact would spill over to many side streets, including the high rise commission flats on the corner of Henryville and Inkerman Streets. Many of these residents require regular visits from care giving staff who need to park, along with family members and friends.</p> <p>The more I think about your proposal I feel it needs to have more thought, research and consideration given to it. As it stands it is an unacceptable proposal.</p>
<p>I would prefer to maintain flow control of traffic and on street parking.</p>
<p>I would prefer to not lose any car parks</p>
<p>I would really like to see Option A to go ahead. This is such a great opportunity and shouldn't be opposed for the small price of a few parking bays. The space in this area is so valuable and we are wasting such a large amount of it very unproductively so a few people can store their massive personal property in public space. As the density grows we will need bicycle lanes like this more and more.</p>
<p>I write on behalf of [a local business] and our clients who attend [redacted]. Introducing Option, A would have a devastating effect on the people who live, work and come to Inkerman Street. People who live here are horrified to have any further restrictions on available parking forced upon them. Many are older who rely on daily visits by carers, relatives, medical support and essential services. It is almost impossible now to access adequate parking. Businesses currently operating in Inkerman Street, and there are many, are all incredibly fearful of the impact on their business. I refer particularly to those who use our [services] all have strongly indicated they are likely to suffer serious economic consequences, even go under, if Option A is introduced as the majority of all clients for those groups also travel by car am aware that no business in the neighborhood supports Option A. [redacted] Over 90% of [those who visit our business] arrive by car and constantly seek parking. [redacted] The impact on our business would be horrific [redacted].</p> <p>Some of [those] who attend here [redacted] do not feel safe walking on their own. This is not a safe area in the evenings. This will be hugely exacerbated by removing parking bays and forcing these people, plus our staff who leave late at night, to walk the streets at unsafe hours.</p>



<p>The notion that removing parking bays to increase bike lanes for a limited number of bike users shows a total lack of knowledge and understanding of Inkerman Street, its business, its residents and its users. It is also a very elitist concept that does not recognise the nature of the people who live, work and attend activities and do business in Inkerman Street.</p> <p>We are strongly opposed to the implementation of Option A.</p>
<p>I, with my family and friends, visit the area regularly to see friends and support local business. It is already challenging to locate car parking. The proposed options to further limit parking spaces will deter me (and many others I'm sure) from going to the area and negatively impact on local business.</p>
<p>I'm a regular bike rider (female and not a road warrior) and have noticed that the installation of protected bike lanes elsewhere, such as St Kilda Rd, make a huge difference to my comfort and sense of safety, with far fewer near misses from car doors, cars crossing the bike lane without seeing me, and having to merge with traffic to pass obstacles in the bike lanes. This would be much more encouraging for people new to cycle commuting. As a driver it is easier too! Would be amazing to see Inkerman eventually connected to St Kilda Rd.</p>
<p>I'm sure a majority of collisions on Inkerman occur around the Hotham and Inkerman intersection. During school pick up times at the local schools between Inkerman and Carlisle street the traffic congestion at said intersection is ridiculous. The dangerous maneuvers and breaking of road rules causes road users including cyclists and drivers to be put at risk. Vehicles lining up to drive through and collect children are the issue. out in a fixed speed camera somewhere along Inkerman and see how many it catches. The driving standards of most road users has dropped to ridiculously low standards and increases the risk to anyone on the roads at this time. Make every intersection single lane so that it reduces the amount of people trying to dangerously undertake and break the speed limit.</p>
<p>I'm thoroughly against either idea of cutting out or down parking spaces on inkerman. This will add an additional layer of stress on the smaller streets, more congestion more danger for children and children elderly people.</p>
<p>I've lived in Camden St (a street running directly off Inkerman) for a number of years now. It is already extremely difficult to park on Camden, a one way street that already has terrible parking availability. It is quite common to drive down it, when coming home from work, to not find a single parking space, and be forced to either do laps of the block hoping a spot will open up, or park on Inkerman St and walk back to my house. This parking problem will only be made worse if Option A goes ahead. The problems will be two-fold, with decreased parking on Inkerman there will be no overflow parking for the surrounding streets where parking is already in short supply. It will in fact make it even worse by forcing rate payers who live and or work on Inkerman st and would normally park their vehicles there, seek parking in surrounding streets, like mine! I feel the council does not fully appreciate the big picture and how difficult some of their ill conceived projects affect the people who live in the Port Phillip area. It would also be worth noting, with the</p>

terrible parking on Camden St, bay making would be a very welcome addition. People regularly park in such a fashion as to limit parking to two or three cars where four or even five could fit if parking bays were marked. There is also a disabled park outside the church that I have never seen a car in, even on a Sunday morning when the church is open.
I'd like priority pedestrian crossings near Aldi, for the 50 people with walkers, wheelchairs and disability
I'd like to see parking infringements issued for incorrectly parked cars and SUVs parked across bike lanes.
I'd like to see traffic lights specifically for users of the bike lanes, to make it clear to them that they must follow road rules, including at pedestrian crossings.
Id very much like to protect the inkerman parking for businesses in the area. I live on Leslie St near the shops and businesses and fear that they would suffer immensely should plan A be implemented
If bike riders have an issue with riding on Inkerman St where there are already established businesses then ride on Alma Rd where there are none. Please do not change the roads. Bikers have many options already and they do not financially contribute to the roads as do drivers of MV's. There are disabled people that need car parks close to their homes, there are restaurants and cafes that will be affected. There are minimal accidents to bikers on Inkerman St so please do not change what is a perfectly fine system, to appease a few. We pay our rates already, this will just increase them unnecessarily
If it is not broken..... I need to drive to get about. Restricting my parking will be a serious problem.
If option A were to go ahead I would likely be able to sell my car and purely use active and public transport to do my essential travel due to the increased safety and amenity it would provide.
If option b was to go ahead it would be great if there was further policing of people parking in residential permit zones without permits. The am and pm is already an issue and with the reduction in car spaces this will only increase people to continue to park in permit zones without permits.
If possible it would be great to include more greening options. Further, I don't think the loss of parking is a big deal as there are plenty of options for local residents and ideally people will migrate to active transport given it will be a lot safer to do so. I hope Glen Eira continue the good work of CoPP!!
If street car spaces are removed it's vital local traders on Inkerman Street have a carpark(s) available to keep our local community thriving.
if the proposed option A is chosen, it will be extremely difficult to find parking near my house, and to go shopping on Inkerman. Please choose option B instead

If they're going to do a crossing, why not do it closer to Nelson Street? Concerned about parking, as someone who lives on a side street
If we are to reduce carbon emissions we need more people especially children on bikes safely.
If you reduce parking availability on inkerman you will increase parking in side streets where it is already impossible to park on some days. By increasing bike lanes you will only increase and encourage food delivery corridors, an already dangerous industry of riders and motorcyclists who don't care about the rules and ride quite dangerously.
If you remove parking you will kill local business. There is nothing wrong with the current set up. I think this is a waste of money and disappointing after the issues with the bike lanes on westbury street
If you takeaway parking on inkerman st you will create chaos in the surrounding streets
If you're going to the city it's inconvenient because of the hill.
I'm a high-school student, and I would like safe bike lanes on Inkerman St.
I'm against reducing speed limit to 40km/h. Why there is no survey about that? Who's pushing this agenda?
I'm incredibly glad you are addressing this issue. I very frequently cross to get to the ALDI from my place on Marriott St, and the current situation definitely feels 'hostile' in having to cross an active road with very little infrastructural incentive for cars to slow down and/or give way to pedestrians.  Just want to provide a voice to ask you to please resist the urge to give in to car-centred demands from those who have never engaged with these issues critically. I promise you - there are many like me in this community that actively want it to be more walkable and with a greater focus on active transportation. I'm incredibly supportive of this project and even its detractors will be able to see/experience its benefits once implemented.  I'm pretty busy so I'm unsure if I'm able to attend any of the in-person conversations, but please keep in mind that often the people who are able to attend these types of conversations skew towards those who favour cars. Please don't let that drown those of us who wholeheartedly support this initiative!  Thanks again!
I'm SO glad that there's finally some movement on Inkerman St. It's such an important part of cycling routes to/from St Kilda but it feels so dangerous to ride along.
Imnkerman St, like all roads, should be designed and dedicated to safe and effective usability for all people and all transport modalities, not just for car drivers, and not just for resident parking.

<p>Importantly, the proposed designs appear to remove the median strip/buffer between lanes. I cross the busy Inkerman street twice daily walking children to kinder and school (down Nelson) and we quite often walk to the centre where we wait for traffic gaps. These proposals</p> <p>Would make crossing Inkerman even more dangerous as we would try to "run the gauntlet" across both lanes each morning. A solution could be for a Pedestrian crossing somewhere nearby to allow safe crossing of Inkerman (Walking backwards to Westbury to cross at the lights isn't feasible for residents of the many side streets from Young, Raglan, Evelyn, King, etc. you just wouldn't do it.) please consider some safe pedestrian crossings in this plan. Thank you</p>
<p>Improved cycling infrastructure has proven to reduce traffic congestion. We need safer options for families to reach parks and recreational areas</p>
<p>improved traffic design on the corner for the turning into Marriott St from Inkerman street. Current bluestone curbing makes left hand turn from Inkerman very tight, especially when there's a car in Marriott st</p>
<p>Improving the safety of Inkerman St for pedestrians, active transport, micro-mobility and vulnerable users is extremely important given how dangerous this street is currently. It is also an opportunity to provide a continuous separated path into the city via St Kilda Rd. The net addition of 20+ street trees is going to improve to provide additional shade and enhance the quality of the street.</p> <p>There's plenty of currently non-utilised off-street parking around the area, so I'm not concerned with the reallocation of public space away from private cars.</p>
<p>In 70s and have issues w walking</p>
<p>In favour of reducing speed limits but concerned about building congestion.</p>
<p>Increasing the size of parking spaces to accommodate SUVs makes me sad. If feel the onus should be on encouraging people to drive smaller, more efficient cars, not putting down more tarmac to accommodate larger ones!</p>
<p>Inkerman is a main through route and constantly busy all day. On street parking is already at a premium. I do not think this is a good choice for encouraging cyclists. The area already is at gridlock during school pickups/dropoffs &amp; rush hours especially also in summer when there are events causing traffic diversions eg from Beach Rd. We need one clear through road in the area, not clogged with cyclists &amp; frustrated drivers looking to park</p>
<p>Inkerman is a very important East-West corridor for cyclists</p>
<p>Inkerman St and surrounding streets desperately need more greenery and trees.</p>
<p>Inkerman St between Raglan and Nelson street is a really busy pedestrian crossing area. Both are feeder streets for pedestrians - huge numbers of people walk up Nelson St from the station/shops, and walk up Inkerman St to access the gym/Alma Park (dogs and children) and also houses on Godfrey St and Alma Rd. It's a long way from a pedestrian crossing (Chapel St or Westbury St) so people are forced to jaywalk with dogs, prams etc.</p> <p>It's a really dangerous patch of road for pedestrians - it would be great to see a pedestrian crossing set up there.</p>

Inkerman St currently does feel very unsafe to ride on, especially on the intersections. I think option A is an excellent idea.
Inkerman St has many flats. Visitor/removalist/ tradespeople parking is difficult now; few blocks and many houses have no (extra) onsite parking. Existing road islands are dangerous for drivers/emergency vehicles/ maintenance crews and should be removed. Controlled x-ings are needed.
Inkerman st is a major road. It should be 60kmh. Pedestrians and cafes should be placed on secondary streets. This idea of cafes and pedestrians on major roads is a failure of policy. Keep Victoria moving!
Inkerman St is not a Road.Its only 14.6 meters wide gutter to gutter.Symetry kept the same with new lines will work. Safety and flow of traffic including council services bin collection congestion as a result should leave as is.We need to live together ❤️.
Inkerman St is very user-unfriendly for cyclists and pedestrians in terms of the volume of traffic from cars and other road users and the distinct lack vegetation, trees and shade compared with Balaclava and Alma Rds. It is also an increasingly noisy and busy thoroughfare because all emergency vehicles use it as the preferred option travelling away from St Kilda, so for safety reasons, it also requires an urgent upgrade.
Inkerman St requires better, safer bike and pedestrian access. Parking on side streets needs to be improved if parking is being removed off the street (ie more parks, or longer timeframes). Cars cannot be ignored, but more encouragement for cycling would take cars off roads and be better for the environment
Inkerman Street as identified as the highest priority bike corridor in Council's Move Connect Live: Integrated Transport Strategy 2018-28. A 2021 survey conducted by Monash University found that 71% of people living in the City of Port Phillip were interested in riding a bike but had concerns about commencing riding without the availability of physically separated bike lanes. Private vehicle use accounts for 14% of the City's emissions, and is expected to account for nearly 50% of emissions by 2040. The City has declared a climate emergency, and needs to implement safe active transport projects to take this climate emergency seriously. With provision of separated bike lanes, many vehicle users are likely to switch to active transport, reducing emissions as well as traffic congestion. Separated bike lanes also provide the highest safety increase for all road users. Provision of safe active transport lanes also increases safety for pedestrians and for people with disabilities.

<p>Inkerman Street between Hotham St and St Kilda Rd is a varied street in terms of traffic, and adjacent uses the relationship and priority for pedestrian, parking, bicycle and vehicle movement differs along its length. I live in Chusan Street where there is already a congestion of parking - serving Hotham street businesses from the rear, many small apartments, and small cottages (without private off street parking). It is already challenging for residents to find parking in the street and we need to rely on the parking in Inkerman street. As a group of residents we have contacted council numerous times in the last couple of years identifying challenges with the availability of car spaces for residents use and that resident parking is not sufficiently prioritised in the street. The shopping strip which includes the Inkerman hotel has also of patronage from people who drive to it and the other small businesses, including cafe, childcare centre and dry cleaners have passing trade from people in vehicles so access to sufficient parking on both sides of the street is important to the continued viability of this shopping area. I love the existing gum trees in the road centre and the current centre of road pedestrian refuge space that this space provides. Centre road trees provide that greatest benefit for potential tree growth and canopy cover to shade this wide street. I would like to see further evolution of the streetscape design to ensure that the existing street amenity is not lost. It is not clear in the consultation material if there are hot spots for accidents that have occurred in Inkerman st and how the plan focuses on addressing these areas or issues. I can see that driveways on Inkerman st will continue to be a challenge for vehicle and cycle co-ordination in all the design options. Inkerman street is also in a flood path so all aspects of the streetscape design - including underground drainage, kerbside planting and pedestrian crossings will need to endure no additional impact to impeded drainage.</p>
<p>Inkerman street is hot and ugly. It is in very poor condition with poor pedestrian amenity given the high volume of people whom frequent this street. The road needs to be re-surfaced. Plant new trees that will provide good shade. planting to provide biodiversity. Separated bike lanes and pedestrian crossings are also very important. Option B is the preferred option as it provides opportunity for large tree planting and understory planting which is so important to help reduce impacts of climate change. They street is subject to flooding and WSUD could be integrated into the new garden beds. CoPP should be striving to show case great streets - a model shift from the current car dominant, unsafe street in an area that is so highly used by pedestrians and cyclist (as well as vehicles).</p>
<p>Inkerman Street is the missing link that joins up cycling from the city centre with cycling to the south east suburbs. it is currently the most dangerous part of this journey, and making the road safer for cyclists and pedestrians is really important.</p>
<p>Is there an Option C, whereby carspaces are not lost but the bike lane is separated from traffic or elevated slightly from traffic</p>
<p>It has been clearly proven by Monash Uni and others that separated bike lanes are safer and more likely to encourage people of all ages to take up cycling. safety before convenience.</p>
<p>It is absolutely essential that you keep parking bays. Stopping people parking and accessing properties along Inkerman St is a ridiculous idea. It is also essential that car traffic is able to flow efficiently. So fix the road surface and consider reducing the speed limit. This restructure has the potential to create a dangerous bottle neck causing more problems.</p>
<p>It is an eyesore and needs some love</p>

It is disappointing that Glen Eira is not on board with this.
It is entirely disingenuous to design the survey where you just select option a or b. I do not agree with either option because it does not address issue with the highest rate of incidents ie 10 pedestrian with 6 serious. The only group of incidents that may potentially benefit from options a or b (and even that is not conclusive) are bike riders. This is going to be another costly measure like happened with Westbury St, which will result in nothing more than a waste of time and money.
It is great to finally see the strategy being implemented. This would be brilliant for the area and will set great precedent for future projects
It is imperative the small businesses in Inkerman Street be accessible to those of us who drive there to buy their products/services. Parking is limited at present and to take away more parking would impact those of us who live too far away to walk there and are elderly and don't ride bikes. We need the parking spots to remain as they are please.
It is imperative to have sufficient parking bays for cars in order to frequent the stores in Inkerman Rd. People need to be aware of what's around them - traffic, pedestrians, cyclists etc.by council putting concrete blocks, more flora and fauna, busy line markings on the rd... this distracts those using the road from keeping their eyes on what's important.
It is important for me that while bike riders should be be given safer access that this is NOT done at the expense of vehicular traffic nor making it harder for people in cars to access businesses on the street. (eg Aldi!!) I believe option B provides a reasonable compromise position.
It is important for residents to have a decent parking amenity as many of the houses have no off street parking and Melbourne transport is insufficient and doesn't allow ditching of a car. Cyclist lanterns cause confusion. On st kilda road often get cars turning left cutting across cyclists on a green light when lantern is off. Need give way to peds and cyclist flashing lanterns as well.
It is important to work towards linking St KILDA Rd new bike lanes with Djerring along the rail line.
It is very important, in the face of a growing population and a continuing need to reduce pollution from transport, that we create infrastructure that is not car-centric and encourages other modes of transportation.
It is vital that we make it safe and easy for people to use alternatives to cars . There is no planet B
It will be onerous for the businesses we frequent as it would become an obstacle for us to support them and we will end up going elsewhere!
It will encourage less confident cyclists to ride a bike more regularly because they feel safer on the road. Also encourage school children to cycle to school in a safer environment.
it will really increase the value of houses around this area if option a goes ahead with the planting as designed- it looks really good and really increases the streets attractiveness and amenity. I think it will encourage more people to ride and visit the area too

It works well now.
It would also look great! Thanks for persisting with this important improvement.
It would be great to connect the solution with city of Glen Eira so there is a common solution down the length of Inkerman St
It would be impossible to find a parking near my apartment if my proposed option didn't go ahead.
It's all about balance rather than extreme. Trying to cater for everyone
It's a tragedy how bad the design currently is for anyone not in a car. During peak hours when kids might want to walk to school it is exceptionally hard to cross Inkerman on foot in a safe manner. This is unacceptable for an densely populated area like PP
<p>It's disconcerting to witness prolonged delays in this project while lives are at risk on our roads. We must shift the conversation away from merely bemoaning the "loss of parking spaces" to prioritizing a paradigm centered on the "safety for everyone" perspective.</p> <p>The existing bike network design poses significant safety hazards, particularly for those traveling East-West in the StK East/Caulfield/Ripponlea area. Negotiating perilous situations with cars on Inkerman or contending with a mix of cars, trams, and impatient drivers attempting to overtake trams on Carlisle/Balaclava deters people from embracing active transport. This not only discourages the use of alternative modes of transportation but also exacerbates the strain on our congested road networks filled with cars. Opting for bike lanes on Inkerman is a clear and logical choice.</p> <p>Furthermore, Option A stands out as the superior choice. Paint alone does not qualify as infrastructure, and a painted lane provides only marginal safety benefits. If we are committed to reducing car lanes, let's ensure that the bike lanes implemented are actively utilized, resulting in the anticipated reduction in traffic. Option B, in contrast, merely diminishes car space without effectively enhancing road safety for cyclists. Consequently, there is a likelihood of minimal impact on traffic reduction. Option B's partial solution fails to deliver tangible benefits for both cyclists and car drivers, explaining why similar implementations have faced widespread rejection from both parties.</p>
<p>It's embarrassing that this has been in the works for so long while people are being killed and seriously injured on our roads. The conversation needs to move from the "loss of parking spaces" paradigm to a "safety for everyone" paradigm.</p> <p>Overall, the current design of bike network is very dangerous. Anyone going East-West is either forced to reckon with dangerous cars on Inkerman, or with cars, trams, and impatient drivers trying to overtake trams on Carlisle/Balaclava. This puts people off of using active transport and puts a strain on our road networks clogged with cars. It is a no-brainer to go with bike lanes on Inkerman.</p> <p>Also Option A is better because, firstly paint is not infrastructure and a painted lane is only marginally safer than no lane. If we are going to reduce car lanes, why not make it so that people actually use the bike lanes and we see the benefit of reduced traffic. Option B only reduces car space on the road while gloriously failing at making the road a safe space for riders. Hence, we would see barely any reduction in traffic. The half solution proposed in</p>



Option B is a perfect combination of not delivering anything for the rider or the car driver. No wonder they are so roundly rejected by both when installed.
It's great that you are considering this option, and as someone who cycles occasionally I appreciate it very much.
It's hard enough to find parking as it is without losing any more parking spaces. I have witnessed people driving dangerously just to beat someone else to get a parking spot. We don't want to encourage more of this.
It's perfect. Such a net positive for the loss of very few parking spaces.
It's really important that Inkerman Street is made safer for people for walking and cycling.
It's so, so important to have kerbside protected bike lanes, a half-assed approach of doing option B in an effort to appease motorists would come at the cost of pedestrian and cyclist safety. Safety must be prioritised, and it's clear that option A is the way to do so. The additional greenery also increases liveability of the area.
I've seen a number of accidents/crashes between bikes and cars (dooring) and pedestrians and cars (pedestrian hit by car when illegally crossing Inkerman) and would appreciate anything making using the road safer.
I've seen the impact on local businesses purpose bike lanes have. They cause heartache and create havoc for local residents not only during construction but after work has been completed. I chose to live in an area close to shops like those on Inkerman Street for easy access, via foot and vehicle; parking is part of that. You rob the neighbourhood of its community if your reshaping for bike lanes forces business out of the area.
Just add more trees and a couple of crossing points. Leave Inkerman as it is, there's nothing wrong with it. Out that money where it's needed most.
Just do it already. Cars have devoured all our humanity.
Keep parkig. Safety for pedestrians. Don't need to prioritise bike riders.
Keep parking as it is DONT remove any please.
Keep the current layout
Lack of parking will destroy local businesses which in turn destroys the area.
Leave it alone - they should not do anything about it.
Leave it as it is!! - the bike things are a disaster! You'll create a mass of new problems wnd safety will actually decrease!

Leave it as it is, or make minimal changes. I am a cyclist as well as a motorist. I drive down Inkerman St twice a day and rarely see bike. Reducing parking and making other changes will just push cars on to Alma Rd instead.
Leave the parking and the bike lane exactly the way it is. There is hardly any parking anyways. Local business will suffer with your proposed option A. Its absolutely NOT NECESSARY as there isnt that many bikes along that street. Its a local street not a direct route to the city where bike riders would totally utilise more than they would now for that SMALL section of road. Go do it on Alma road where local business wont be effected! I walk and use to ride on that road and i felt safe with the current design. Leave the street design alone
Leave the parking on Inkerman St
Leave the parking on the side of the road alone, Inkerman has enough space for bike riders, you will create chaos in side streets which unfair on ratepayers and those needing to actually park on Inkerman. Stop increasing bike lanes, there are plenty already. Plant trees, increase lighting and CCTV and fix the basics.
Less car parks more green spaces.
Less carparking on Inkerman St will cause more congestion in the side streets
Less cars, more bikes. Do what ever upgrade to the streets to make this happen please.
Less money spent on this and more on charging stations for electric vehicles and also cleaner gutter systems which are blocked and dangerous for cyclists and pedestrians
Let's be honest, the only real option here is option A. Option B is a watered down concept that doesn't really achieve anything, akin to putting lipstick on a pig. Roads are for moving people, not parking private vehicles on public space in such a busy area, just so people driving feel good about themselves. As you pointed out, there is still parking 100m away, if option A doesn't go ahead then car drivers don't care for the safety of others, and only car about the excessive convenience thst has been provided to cars over the past 100 years. Time to take the street back for what it really is.
Let's get with the times and encourage bike riding over car. My kids could ride to school.
Like in the way it is.dont want any parking spaces removed.
Like Option A, but too many parking spaces lost - choose Option B
Limiting car parking is forcing people to avoid the neighbourhood for social interactions, using the parks or visiting the shops
Limiting parking options would push cars into side streets which are all already having problems due to apartments being built in the area.
Limiting the parking will greatly affect residents and businesses. I believe that creating separation from the bikes and moving traffic could still be achieved while maintaining the current number of car parks, similar to what has been done in st kilda road. While placing lots of greenery in the separation islands looks great, it isn't functional. Surely a mix of plants and car parking would be the best compromise between option a and b

Listen to the majority of local residents and traders - increase parking options don't reduce them. I walk to Acland Street most of the time but when I need to drive it's hard to find a park. I ride my bicycle & Vespa regularly and it's already very safe. Riders also need to take responsibility for their own safety & actions. Actively prosecute adults who ride on the footpath - that is the main danger in St Kilda
Listen to your ratepayers
Looking at the options, option A is the only logical choice I see. Option B is an improvement but it still requires people to ride between moving and parked cars which is what puts a huge number of people off riding a bike more. Option A also shows a greater number of people in the street and greenery which I would agree with. Let's design our streets for people to enjoy them and build more community connections. This won't be possible if everyone is sitting in their cars.
Looking for alternative parking options
Loss of parking would negatively affect shoppers as well as having a negative impact on businesses
Lots of research shows that protected bike lanes (not just paint) increase active transport AND increase local spending at shops because so we don't have to chose. Maintaining or increased the amount of public space devoted to parking of private vehicles on major roads does not do much to support the local economy, improve transport or improve amenity. If you see examples of roads like Bourke st in Sydney, where businesses have flourished, property prices have increased and the increased trees have changed the streetscape for the better, it makes sense to invest in this infrastructure.
Love the greening proposal and the effort to make our streets safe for all!
Love the idea!
Love this initiative, the parks around inkerman also requiere this type of approach.
Love this initiative. Would love to see more protected bike lines
Love to see st kilda improving
Maintain maximum number of car parking
Maintain or increase car parking spaces on Inkerman street. Vital to small businesses and people living in port Phillip council and surrounding areas.
Maintain parking as is Not interested in more greenery
Maintaing the viability of small community businesses with easy casual customer parking access is my preference over bike paths that reduce these parking spots
Maintaining access to businesses and residential areas for business-owners and customers, including non-locals, are also high priority!
maintaining parking to support local communities is paramount in every decision made
Majority of people don't drive exclusively with a 5km radius of their house and even when they do sometimes they have groceries to take back, prioritising bike lanes to the point of

removing 100+ parks is not a good idea, you will see a higher net loss in parking and morale of people driving then you will in people riding their bikes...
Make it a 40 zone between Hotham street and St Kilda road like all of the surrounding streets. It's a high density living area and will only get more so
Make sure that when drivers in cars have good sight line of the bicycle lane when turning left across the bike lane after parking bays. St Kilda road bike lane you don't get a good sightlines and I've had near misses as parked cars block it.
Making more of Melbourne walkable and friendly to bicycles and PEVs has huge benefits to local businesses, people living in the area and the environment. Every section of Melbourne that takes a step closer to this goal, makes it a little bit easier for the next.
Many of the people who shop at the kosher butcher are older. To take away our parking would be detrimental to our ability to park close by.
Many of the vehicles currently parking on Inkerman St between Chapel St and Westbury St already have off street parking but park on Inkerman for convenience (i.e. don't want to utilise rear laneways, rear of apartment parking or underground parking). It is the same vehicles each day in the 2P spots and after hours - these spots aren't being used by visitors or customers as often as claimed.
The intersection/s at Raglan St and Nelson St would benefit from a redesign as part of the works. I.e. Limit traffic from Raglan St to only turn left onto Inkerman to stop them diving dangerously down into Nelson St and/or the introduction of a pedestrian crossing at the top of Nelson St. A lot of near accidents with cars diving down the street.
Me and my family have had a number of near misses when crossing at a pedestrian crossing with a pedestrian right of way and a car has tried to turn despite not having right of way. There needs to be some kind of education campaign about road safety for pedestrians to remind drivers that they need to respect pedestrian right of way. Also there is a lot of speeding on Inkerman and the roads around Inkerman which is very dangerous.
Melbourne is lacking in safe bike options - internationally there are great blueprints for how we can make our roads safer for all users while encouraging active transport
Mobility access to the bus stop. Don't want to lose our disability parking spot.
More greenery. Get as much trees and planting with safe bike route as possible.
More off street leads to more encouragement to stop people parking on street for a long time.
More pedestrian friendly options. Safety of pedestrians caused
More Protected bike lanes will encourage all ages and abilities to cycle or use efficient, zero polluting, relatively low cost Personal Mobility Devices which will result in significant transition away from cars for local transport
More safety for all users including bike riders, better for the environment and climate

My concern is much more for children riding to school. Many parents don't allow it because of traffic safety concerns. School drop-off/pick-up time would be less congested for motorists if many more kids rode safely to school.
My concern is people driving dangerously at Aldi. People U-turning no visibility from car park.
My experience of walking/riding/driving is that most cyclists think it is a Sunday morning on a quiet English country lane, regardless of the time of day. Riding in the middle of the road or using the lane, but two abreast. Not looking out for pedestrians or anyone else. They consider themselves King of the Roads and all must yield before them. Drivers can be a bit problematic as well, but not to the arrogance of the cyclists. Why don't you invest the money in cycling education? If the cyclists were more aware of their surroundings then it wouldn't be an issue. Ride Smart?
My extended family and I all live in streets near to Inkerman St. We are excited at the prospect of Inkerman St becoming safer for cyclists so that car traffic is reduced and we can cycle to work and school. The street greening would be a valued addition also and help reduce the heat in our urban area
My family and I enjoy cycling and would feel safer riding on Inkerman Street if the cars and bikes were separated.
My family moved into our the house in Inkerman St in the mid 1980s. I am the sole car owner of the house and the family have been heavily reliant on me for a range of transportation needs not catered for by public transport. As it is only myself and [my family member], the car is crucial for not only practical reasons but to avoid isolation. If the side street in which we normally park is taken up with vehicles from Inkerman, having to park at considerable distance not only makes situation difficult it adds to security and safety concerns. As my [family member] ages and may need support services, no parking in the area will make providers access difficult and add stress to [their] quality of life.
My preferred option os "No Change". That must be an option in any consultation.
My response is in consideration that parking for residence and businesses is a high priority. You can't erode peoples means to safety park a car at their residence. A 40km speed limit with a shared road (vehicles and cyclists) is a safe option.
N/a
na
Na
NA
Native planting? And maintenance of street trees
Need a pedestrian crossing near the Aldi because a lot of people from the community housing go to Aldi and then down the lane to the soup kitchen.
Need pedestrian crossing near Linton/blenheim. Have to currently run across holding my kids hands

Need this council to be more logical in it's approach to these issues for a change and stop wasting rate payers money
Need to get the Bicycles off this street, alot of riders are a menace and don't follow Road rules, anything to get them off the road is a good thing, good for drivers, good for them and overall safety of everyone.
<p>NEITHER OPTION A OR B IS PREFERRED</p> <p>THE CURRENT DRIVING CONDITION OF INKERMEN ST ARE THE SAME FOR THE ENTIRE LENGTH AND DAILY COMMUTERS ARE FAMILIAR IN USING THE ROAD, TO CHANGE THIS SMALL PART OF INKERMEN ST MAY CAUSE DISRUPTION AND OR POSSIBLE DISRUPTION TO TRAFFIC FLOW OR ACCIDENTS . PARKING IS ALREADY A PREMIUM IN STR KILDA EAST WITH MANY RESIDENTS RELYING ON OFF ST PARKING OUTSIDE THEIR HOMES OR ACCOMODATION EITHER OF THESE OPTIONS PROPOSED WOULD RELOCATE PARKING OPTINS FOR SOME RESIDENTS TO FIND OTHER INCONVENIENT SPOTS POSSIBLY UP SIDE STREETS CREATING FURTHER INCONVENIENCE AND CONGESTION TO OTHER RESIDENTS RELYING ON OFF STREET CAR PARKING .</p> <p>ANY BUSINESS ALONG THIS STRETCH RELY ON OFF STREET PARKING CAFE STOPS FOR COMMUTERS TO STOP AND GRAB A COOFFE WOULD NO LONGER BE ABLE TO DO SO LOOSING BUSINESS FOR THOSE WHO RELY ON DAILY COMMUTERS.</p> <p>LIVING IN THIS ARE FOR OVER 30 YEARS THE AMOUNT OF BIKE RIDERS IS NEGLIGIBLE AND EITHER OPTION PROPOSED DOES NOT TAKE AWAY THE RISK FACTOR AS THER ARE CROSS OVERS AND SIDE STREETS THAT NED TO REMAIN CLEAR FOPR CARS TO USE , SAFTEY S KEY TO ANY OPTION AND I DONT BELIEVE EITHER OPTIONS A AND B CAN OFFER 100 %</p> <p>RE SURFACE THE ROAD GREAT</p> <p>RE PLANT MORE TREES ETC GREAT</p>
<p>Neither option is ok.</p> <p>It's already very difficult to park when going to the gym or shops in that area so taking away parking is only going to make things worse and people will simply go elsewhere. I already have to fairly regularly. Option A looks pretty and is clearly safer, but will be a disaster for businesses in the area.</p> <p>Improving bike lane visibility through better lane markings is sorely needed as are more pedestrian crossings - across the whole municipality though!</p> <p>The rest is just window dressing. Put the plant money towards better bike lane visibility in other areas. The section of Inkerman from Barkly St to the highway for example, where I was doored and nearly had my head run over!</p>
Neither option is suitable or well thought out, no change would be better than option A or B. Council will mess this up like they have done everything else and then hide behind bureaucracy as they have done time and time again. Leave it alone.
no
No
No

No
No
No need to make any changes
No provision in the survey to choose neither option.
No thank you.
NO!! I do not want this to happen on Inkerman st move it to another street that is NOT A semi main road. We need all lanes for peak hour and when st kilda has events and inkerman is the reroute street.
No.
Not as much use of bike lanes on Inkerman.
Not good to see inner pedestrian safety area going which people use to turn right into streets will cause more traffic congestion and accidents
Not happy you are not giving us any other options. Nobody I know, who lives on Inkerman Street, knows anything about what you are doing. Its wrong that you are not consulting with all the businesses on the street - they are the ones who will be affected the most.
Obviously residents in the area will be unhappy with removed car parks. What other measures can be undertaken to provide an interim up to 5 year solution for them? As has been done on punt road. Or any other development in the location to include some additional parking for a short term agreement?
On street parking near Aldi and the public housing estate is essential to enable elderly and disabled people, who use community transport, taxis or private vehicles, to be dropped off, picked up or park next to those facilities. Street parking essential for funeral service as well. Removing street parking will force Inkerman St residents to park in neighbouring streets which are already overcrowded.
One of the pedestrian crossings is proposed for Young/Blenheim streets, however there is far more foot traffic on Nelson/Raglan streets as many people use these streets to access the train station, supermarkets and Alma Park. A pedestrian crossing would be far more valuable and widely used on Nelson/Raglan streets instead.
Only Option A will ensure the safety of vulnerable road users; cyclists, pedestrians, people with disabilities, and older people.
Only way forward as a city is to promote multiple modes of transport through projects like this. Additional greening of the area will help reduce temperature extremes and make the suburb more livable.

<p>On-road buffered bike lanes are next-to-useless. Driver behaviour means that these bike lanes are no safer than riding on the road.</p> <p>Driver education campaigns around safe cycling need to be deployed at all levels of government. Enforcement of safe passing distances needs to be policed, as does obstructing of bike lanes.</p> <p>Every journey made by bicycle means less congestion for those that have to drive.</p> <p>Planning overlays need to provide adequate off-street parking for all new developments.</p> <p>Joining up bike lanes and bike friendly areas should also be prioritised. A bike lane along Raglan street to link the Inkerman bike corridor with the shared path through Alma park, and on to Chapel street would be a great asset for local cyclists.</p> <p>Thanks for the proposal! I look forward to safe cycling for all Melburnians!</p>
<p>Option A is a poor response due to the fact it might lead to further traffic conflict as vehicles enter the bicycle lane to gain appropriate site distance for other vehicles. This seems to have been overlooked completely in the design process and will most likely cause more accidents as cars will be blocking the bicycle to lane to get out of side streets onto Inkerman Street.</p> <p>Option B is a much more feasible and holistic approach given there are still so many families, businesses and disabled locals who rely on on street parking. In my opinion Option A completely discounts the fact that local residents need to park their cars nearby and there is already limited parking spaces. I think highly visible bikes lanes (painted green all along" will drastically reduce accidents as most accidents are occurring due to drivers not being mindful of riders. I even think flashing bike lane lights would assist in drivers to be conscious of riders and be on the look out for them. Option A and the removal of 116 parking spaces is simply not an option that takes into account the rights and considerations of locals at all!. I am all for increased safety measures for cyclists but it has to be an outcome that also considers locals who live and work in the area as well.</p>
<p>Option A I believe presents the safest and greener path to improving liveability and value for residents and the public.</p>
<p>Option A is a beautiful and safe solution. The loss of carparks is minimal. It provides a beautiful streetscape that can only enhance Inkerman Street in every way.</p>
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<p>Option A is a safer option for cyclists, but as a resident I'm concerned that we can't have that pressure on parking. Often divert traffic down Inkerman St., from Foreshore etc. Westbury St had issues = not good for cyclists and drivers.</p>
<p>Option A is a win win. We need more greenery to reduce thermal burden, protected bike lanes are the only way to go if serious about encouraging active transport, and we need to prioritise pedestrians over cars!!!!</p>
<p>Option A is best with a view to the future accommodating all road users and greening canopy cover will enhance the area</p>
<p>Option A is for Everyone and relative to future planning. Option B is for those who hate cyclists and residents/business of Inkerman St who may not live/work there in the next 5 years</p>
<p>Option A is impractical as it removes too many parking bays. This will result in spillover onto surrounding streets (where I live), affecting the wider community's amenity. It does not make sense to reduce parking by that much, and Option B is better.</p>
<p>Option A is showing bikelanes like we have them back in the Netherlands which are great!</p>
<p>Option A is the clearly the better option for all</p>
<p>Option A is the future! We need more people out of cars and on bikes in greener spaces. This update would not even be a question in the Netherlands. It's also proven that when bike riders and pedestrians are prioritised, car drivers benefit too (safer, less congestion, etc).</p>

Option A is the only feasible option. Push back against the lifted Ram 1500 drivers and improve the safety of our streets. Desert children walk or ride their bikes to school today than ever in our history. Our failure to build safe infrastructure is hurting our most vulnerable.
Option A is the only option that would provide a safe route for children to ride as well. Inkerman street is one of the few East West routes in St Kilda for bikes and it is very unsafe at present. I get worried every time I have to use it.
Option A is the only real option, to align with best practice design guidelines and deliver safe access to properties for all modes. If parking occupancy is over 85% then use pricing to manage demand.
Option A is the safest option and should be adopted, there is no reason where the provision of car parking can be considered more important than the safety of cyclists and pedestrians.
Option A is too extreme considering the low number of bikes on Inkerman.
Option a looks great
Option A looks really good.
Option A looks really great and I think it would be really beneficial for everyone. It's a great area, where everything is easily accessible, I think people would be even more likely to cycle around if there were safer options for bikes. It would also reduce the amount of traffic! really great!
Option A looks to me to be the far superior solution. As our population increases, our roads become more congested and our parking options are static. It is clearly more logical as well as safer to create a city environment where people feel safer to pursue other ways of getting around. Some drivers of cars will always feel hard done by, but if council did nothing, their parking options would diminish anyway through increases in urban density. Far better to encourage other options, and Inkerman street could certainly use canopy tree cover. At the moment it's a very hot and hostile corridor of asphalt, concrete and traffic. A place to get away from, not visit for pleasure or linger in.
Option A or nothing. Opt B is not appealing for bike riders.
Option A please! Private car parking of lounge rooms on wheels is the most space inefficient use of public land I've ever experienced. What year is this?
Option A resembles more so to the European style of cycling lanes and they work fantastically. It creates less congestion from slower modes of transport for cars. And bikes are safer and more direct this way.
Option A will destroy quality of life for local residents and businesses due to the complete removal of parking options. This is NOT acceptable. Option B is a fair compromise between safety for all road users and the much needed greening of the local environment. Additionally, perhaps it's time that the City of Port Phillip paid at least some of the attention it pays to Port Melbourne and South Melbourne to St Kilda as the disparity in spending on the environment and beautification is significant .. and obvious. Enough is enough.

<p>Option A will significantly improve amenity in Inkerman St and the area for all road users. There are many parking options in the area and I see no downsides to this option and many advantages.</p> <p>Option B is really no change at all. It may appeal to Nimby's but if you choose to go this route you may as well save the money and do nothing.</p>
<p>Option A would be a major enhancement to the public space. The new pedestrian crossings are badly needed for safety and the bicycle lanes are a wonderful amenity for all. Combined with the extra trees and overall beautification of the street I believe this project could provide the template for other councils to follow if done correctly. The benefits outweigh any potential negatives through loss of parking spaces. This can be managed through new resident permits for parking on the side streets. There are so many off-street parking options on properties that are currently unused by owners/tenants on the smaller side streets such as Prentice and Leslie.</p>
<p>Option A would destroy the area and make me unable to go to the supermarket in Inkerman street due to no parking. It would also be very unsafe to cross the road as a pedestrian. The council is just not listening to its residents about dedicated bike lanes as Kerferd Road showed we still need local parking.</p> <p>There is a third option that your survey did not say which is just improve what we have so all can co-exist</p>
<p>Option A would make Inkerman a much more attractive street to live on and visit. Melbourne is such a flat city, with such pleasant weather, that if we build cycling infrastructure people will embrace it and use it. The state government is determined to increase density in inner suburbs, which will congest our streets unless we facilitate alternative transport habits.</p>
<p>Option A would not only ruin the road, but it would put ridiculous pressure on neighbouring streets, more than already exists.</p>
<p>Option A would totally destroy local businesses- all you need to do is look at the devastating effect the super tram stop in Acland has had on trade and the community</p>
<p>Option A, all the way. Whilst cycling, I've been hit twice by cars on Inkerman Street and once in Chapel. These improvements will have a significant benefit to active transport users and encourage others to move to active transport. Greening is also important and this change provides an opportunity to improve that with proper planting solutions integrated into the design. Nice work!</p>
<p>Option A: less visibility. I think there will be some improvement but still issues with both.</p>
<p>Option b</p>
<p>Option B - this design is consistent with other roads and i believe improve ALL who use this area.</p> <p>Also I am interested to understand WHY these accidents have occurred - your information does not detail this at all. I think it is insufficient to just list numbers of accidents without an analysis of why they occurred.</p>
<p>Option B !!!</p>

Option B can be made much safer with less effort than Option A, by putting a few shallow concrete barriers within the double lines (on your diagram) between the traffic and the bike lane. I've sent an email with examples. Thanks for your efforts to make cycling safer.
Option B has been done in other places around Melbourne and didn't solve anything. Cars would still dart out, swing doors open and not look before a cyclist was going past. My partner almost got hit along Chapel street when we were on our bikes. I think adding option A will also improve the value of properties in the area and spruce the place up a bit!
Option B is best as a moderate approach that achieves better safety for bikes, enabling residents businesses, and their patrons to be able to park as well... loss of parking really does create its own problems and I feel option B is a happy medium. It would also be a good idea to reduce the speed limit on Inkerman to help uphold safety for everyone.
Option B is better
Option B is dangerous for bike riders as they have to navigate both parked and moving cars. Option A is the clear winner with greater safety for all road users and pedestrians.
Option B is great! Option A would cause massive issues parking for residents who don't have a parking space at their home.
Option B is hypocritical: encouraging the use of larger vehicles. Unless the bike lanes are wider - having 'protection' is dangerous to all road users. Large areas of St Kilda are dangerous to walk on - due to oversized tree roots. 'Greening' should be very carefully considered.
Option B is just paint and shows the "cycle" lane to be painted in the death door zone. this is not a cycle lane i ignore them and use the vehicle lane to never get doored. A lower 30kph speed zone should also apply by designing a road that "feels" dangerous for motorists above 30kph. re car park size enforce parking limits of trucks that do not fit in the space. trucks as cars just increase deaths.
Option B is not safe enough. Should not be a consideration
Option B is really no different to existing cycle ways.
Option B is the better of two bad options. A variation of the Option 4 of those put to council but with slightly wider parking at the expense of slightly narrower bike lanes and a 40kph speed limit would be the best alternative. It is less expensive and if it doesn't improve road safety it can be reconsidered. With pedestrian crossings described in 1. below, it would be even better. 1. The current median strip is the best safety feature for pedestrians. You only need to consider the traffic in one direction at a time. Dedicated well marked safety zones within the median strip with sloped access to the road on both sides for wheelchair and mobility devices would make crossing a lot safer. A number of these could be placed at intervals along the street. 2. Option A produces multiple problems. It will significantly reduce available parking. It will make garbage collection almost impossible (getting bins across the cycle lane wall) and will produce hazards for delivery people, fire and ambulances. Flashing pedestrian crossings will only be used by people if they are convenient for where they want to cross and will be a real nuisance for locals having to put up with the flashing lights at night.

<p>Many cyclists don't pay attention to them.</p> <p>3. Any changes should be to the benefit of the locals who live along Inkerman Street or in the near vicinity, not just for people on bikes passing through.</p>
<p>Option B is very unsafe for bike users as cars will regularly used the bike lane for reversing manoeuvres into on-street parking spaces.</p>
<p>OPTION B preferred - Minimal reduction of on street carparking.</p> <p>Pedestrian Crossing between Young/ Jervois Street to be relocated to between RAGLAN &amp; YOUNG STREETS nearer the rail overpass.</p> <p>The proposed location crowds driveways both sides of Inkerman Street versus clear footpaths between RAGLAN &amp; YOUNG.</p>
<p>Option B seems a safer and easier option. Option A doesn't consider vehicles exiting side streets and blocking bike lanes to gain sight distance for on coming traffic. This will cause frustration for both drivers and riders. A simple marked bike lane and pedestrian crossings allows parking, bike protection and appropriate pedestrian access.</p>
<p>Option B. Need more visibility for parking spots.</p>
<p>Option C - do nothing</p>
<p>Our area is already overdeveloped with not enough parking. The council already made poor decisions with the temporary bike lanes on Westbury street that were installed and then removed. Please consider residents. Huge amount of apartments that keep going up, most with only one car spot. There is already not enough parking in the area. People already don't like coming over because there is nowhere to park. The area is also becoming increasingly unsafe, to make women or the elderly walk further especially at night to park their cars is a huge safety issue. I walk in the area two hours a day, there are not enough bikes on the road to justify removing parking on one side of Inkerman! I have seen how bike lanes and the removal of parking has negatively affected Carlisle street traders, please do not allow this to happen to Inkerman traders!</p>
<p>Our little side road is already congested enough with cars. Not many of the houses have off street parking. Option A will be a nightmare!</p>
<p>Our local business is surrounded by permit zone parking, our customers already complain that it is hard to park to dine in with us - removing our street parking will destroy our business</p>

<p>Our preference is no change to the parking. Option B is the next best option. I rely on my car to drive my children [with children's activity equipment] to sport and music. I run a [local business]. Without street access it would be impossible to lug all the [various] equipment through the back lane. We carry [equipment] to and from [the premises] to the company car. We clearly cannot use a bike to travel [redacted] with heavy equipment. My parents are [80+]. They cannot walk far. Where would they park when they visit? Where would friends and their children park if they came to visit for dinner? Option A is for bikes only. There is no compromise. Clearly not everyone can ride bikes. [Redacted] up the road is in a wheel chair. [Redacted] How [do they] access [their] house? How will all the small businesses on the street survive if their clients (many of whom are too old or unwell to ride) cannot park in the street? This includes the Kosher Butcher. Where will rubbish bins be collected? How will the PCYC survive? People will not visit the gym at night if they are forced to ride or walk. It is too dangerous. I don't feel safe walking or riding a bike at night. I will not visit the PCYC without my car. It would be a tragedy if this amazing place were to close if their clients cannot park nearby and visit the centre.</p>
<p>Our streets must be safe for children and adults alike to walk and ride without car danger/noise/pollution.</p> <p>Separated bike lanes and pedestrian crossings are key!</p>
<p>Painted buffers would not protect my [family member] when she rides: she is a little bit wobbly, and I worry that a small mistake on her part could lead to very serious outcomes. On my own part, this is an important link between St Kilda Rd bike lanes and the Djerring trail.</p>
<p>Parking - lack of parking makes drivers more dangerous. Not enough on street parking.</p>
<p>Parking for GP - clients - have mobility. Businesses impacted by reduced parking</p>
<p>Parking for local residents. Flats don't have off street parking.</p>
<p>Parking for residents in this area is already a nightmare. Please don't make it more difficult, it would seriously damage the desirability to live in this area.</p>
<p>Parking here as an apartment owner is not easy. I don't want to lose more parking spaces.</p>
<p>Parking is already chaos in Empress road with the schools. And also when I visit a friend further up Inkerman it's hard to get a park. There isn't the bike traffic to warrant huge changes, let alone the associated costs. If you want to get people out more, look at getting better/cleaner/ safer toilets in parks. I ride my bike down Inkerman several times a week and its completely fine as it is. Painting the whole lane green would definitely help it stand out more though. And more trees would be a "nice to have"</p>
<p>Parking is already difficult so removing parking spaces would be diabolical. We need more parking not less! As ratepayers I feel that we haven't been informed.</p>
<p>Parking is already hard enough around the area... the plan should be adding additional parking not taking any parking away. Living in the area we struggle to park in our own street. Struggle to park at the supermarket, struggle to park at the shops. Your aim should never been to reduce parking spots.</p>

Parking is already hard enough on this area during peak times, as much as I like option A, without a solution to provide more (not less) car spaces, I have had to choose option B
Parking is already very limited on Inkerman rd. I would not like to see parking options become even more limited
Parking is needed to support the businesses at Hotham int.
Parking is very difficult already in Linton Street and Inkerman Residents are unable to park in their street and have to often park in inkerman street Please do not remove parking.
Parking it is already a significant problem since the introduction of parking zones. People in small streets have more and more people trying to park outside their homes. Right now, many cars belong to people several streets away. It will be an unliveable nightmare to remove more street parking.
Parking needs to be a priority for residents. Providing more permit only parking will help reduce congestion in streets surrounding Inkerman St and assist in managing the traffic flow. The current situation is unsustainable
Parking on Balston St or our section of Carlisle St can be very difficult at times, and reducing parking spaces on Inkerman St will likely make this worse.
Parking on Inkerman Street is precious, as Aldi is the primary supermarket for many in the area. I would suggest that more room for better bike lanes could be obtained by removing the badly-tended planted 'islands' in the middle of the road rather than reducing parking which is already at a premium in the area. If the speed of motor vehicles is a concern, then please add pedestrian crossings and/or speed bumps to keep it in check. In short, please do not reduce parking around a very busy community hub (the supermarket!!!)
Pay increased attention to what the locals want - I use Inkerman but do not live on it
Pedestrian crossing at Inkerman and Raglan st giving safer access to Alma park
Pedestrian Crossing traffic lights on the intersections of Chapel and Inkerman, Chapel and Hotam streets should switch on automatically and be synchronised with the main traffic lights. Why am I required to press a button to cross major intersections?
Pedestrian crossings are very important esp. if you are going to remove the median lane where we wait.
Pedestrian crossings would be a very good idea - next to the Aldi. I prefer Option A.
People need to be able to safely cross the road near Aldi. While I would love a greener street, I need to be able to park my car.
People with a disability must park their car close to the stores. I visit my doctor on Inkerman St.
Permit parking for surrounding streets.
Personal safety and encouraging children to get on bikes. St Kilda rd is so much better now.

<p>Personally, I don't think the options presented take in the concerns of local residents. The options are mostly geared just towards cyclists passing through the area. We already have plenty of trees along Inkerman Street, we already have bike lanes, and we already have pedestrian crossings at Nepean Highway, Chapel Street, Westbury Street, and Hotham Street. If people simply obeyed basic road rules, then the existing arrangement will work just fine. If you are going to implement one of these options, then I guess it would have to be option B. Reducing the number of available car parks on Inkerman Street is a highly impractical idea for residents who live on that street (many of whom don't have access to off street parking). Reducing their car spaces will force them and casual visitors to the area into already crowded local side streets leading to many more issues for residents in these streets who also don't have much access to off street parking. I don't think enough consideration is being given to local residents who have no need or desire for increased bike traffic in the area.</p>
<p>Pity the businesses on inkerman street... they won't survive</p>
<p>Plan A looks exciting</p>
<p>Planting trees/greenery between parking bays can make it more difficult to park and create blind spots.</p>
<p>Please also consider upgrading lighting at intersections I have nearly hit pedestrians walking along Inkerman st when I was driving east on Inkerman and turning Right into Blenheim st simply cos I did not see them. It is a particularly dark inter section.</p>
<p>Please also include bike parking and prioritise safe crossings, especially in front of shops - for example Aldi. I would also love to see some signage (sticker on the door? like the rainbow one?) on local businesses that support active transport - so I can spend my money at places that contribute to positive change and show local leadership.</p>
<p>Please apply the same concept from option A to all streetscape improvements in port Phillip. :-D</p>
<p>Please be brave and get the safer option A bike lanes built. Inkerman St is key to linking the Djerring (Dandenong) and Frankston railtrails to the city and Bay - significant to half of Melbourne. Option A would provide safer employee access to Pt Phillip Council offices for employees living in Pt Phillip, Glen Eira and across SE Melb. Safer bicycle and pedestrian routes and more shady trees are essential for a climate resilient community and lowering GHG emissions. Private parking in community streets is a low community priority - people don't expect to store other personal stuff in public places instead of on their own properties or garages. Please allow for some car-share parking nearby for people who don't want a car full-time or have private storage space. Its tight for bike parking at Aldi with often more bikes than rails and narrow footpath - please add more bike parking with safer cycling access. Your question about parking on or near Inkerman St assumes by car - I park my bike at shops and at places I access from Inkerman St like St Kilda Library, town hall, council office, shops, concerts in Fitzroy St etc.</p>
<p>Please can you install a protected bike lane. So many times I've had near misses as a cyclist.</p>



Especially as new building parking requirements are decreased, this would encourage people to feel safe getting on their bikes
Please consider the implications for mobility-impaired and disabled persons of removing parking spaces
Please consider the reduction in parking on inkerman will drive parking traffic into side streets and severely affect local residents ability to park on their own street. IF parking bays on Inkerman are reduced you must considering providing local residents on the surrounding streets sufficient parking options at no extra cost.
Please do not reduce parking to a large degree
Please do not allow another road in this great city to have the bicycle lane be used to protect all the parked cars. It's time to take bicycle safety and active transport benefits seriously, make some controversial decisions such as removing car parking spaces and design and build streets children, elderly and everyone in between can comfortably use. It's time for parked cars to protect vulnerable cyclists and scooter riders from fast flowing vehicles. Please do not let this opportunity slip by because it will only reinforce the priority cars have on our streets, neighbourhoods and communities.
Please DO NOT CREATE BIKE LANES - they are more hazardous... Westbury was a disaster! The shops on Inkerman need to be able to trade as they have always done so and require on street parking. Leave our Inkerman Road alone :... it is busy but it works just fine as it is.
Please do not destroy the amenity for the residents and businesses along Inkerman Street by removing important car parking spaces which are essential for businesses, elderly, disabled and residents to access their property/rentals/businesses in a safe and efficient manner. Removing existing car parking, counterintuitively, I believe, will encourage illegal stopping of cars along any proposed bike lane which ultimately will lead to a more unsafe thoroughfare for residents, pedestrians, cyclists and other vehicles.
Please do not get rid of any of the parking spaces! There isn't enough car parks available as it is, and the side streets that I live down are already full! Getting rid of car spaces is going to be extremely tough on the little amount of business we already have around here and for those who reside here and want to park down their own street!
Please DO NOT REDUCE PARKING. YOU WILL JUST FURTHER REDUCE OUR STANDARD OF LIVING AND COMPLETELY INCONVENIENCE MOST OF YOUR CONSTITUENTS. I don't see that many bikes on Inkerman St and have lived beside it my entire life.
Please do not remove parking spaces. I live on Hotham st near Inkerman and the parking is already really hard with all the flats. This will make it even worse. I need to be able to park near Melbourne Kosher Butcher, aldis and the medical centre. Carlisle st also has parking issues esp on friday and this will make it even worse on the side streets between inkerman and carlisle.
Please do not repeat the Bike path debacle that was installed on Westbury Street! Whoever came up with that idea should hang their head in shame
Please do not take away anymore carparking as a lot of older people use St Kilda PCYC and need to be able to park closely to it.

Also we have a lot of female members who are worried about being on the street at night, making them walk further to car parks will add to this anxiety
Please do not take parking away from Inkerman Street. This will affect small business dramatically. It will also make side streets congested where there is limited parking already.
Please do Option A! You'll get a lot of noise about car parking, but the truth is that parking around here is absolutely fine. People's lives are worth more than the convenience of being able to find a parking space 30 seconds faster. Option B shouldn't even be considered as it is not safe - I wouldn't let my kids ride on it. Inkerman Street is an important east-west bike route, and given the appalling recent record of Council on bike infrastructure, this is the least that Council could do to stop people being killed and injured.
Please don't reduce the number of parking options. It is difficult enough as it is for residents to park near their place and a reduction would negatively affect local businesses potentially leading to local business closures and a less appealing streetscape. Thank you.
Please don't remove parking!! It is already hard enough as it is. Living in an extremely narrow side street with next to no spare parks as it is, will mean I (who have accessibility requirements) may have to park a very long distance from home and I cannot get around easily. It would significantly impact my life for the worse. I don't understand why council would even entertain the idea in the first place. Disadvantaging the majority for the sake of a minority is absurd. Having lived in the area for years, cycling on Inkerman has never been popular. Please don't do this.
Please don't remove the curbside parking. It's busy enough as it is. We don't need reduced parking availability.
Please don't take that parking away with putting in option A. It will push it onto streets near me and drive us insane.
Please don't waste the money on an idea that was voted out by the Glen Eira Council. Listen to the residents!
Please don't change existing parking on Inkerman
Please don't compromise accessibility for cars. Bicycle lanes have become a real hazard and nuisance in other parts of the city.
Please don't make car spaces bigger. This will encourage more ridiculously large vehicles to come into the area, which negatively affects everyone's safety, especially cyclists, children, elderly, disabled
Please DON'T provide larger than standard car parking. This encourages people to not purchase larger cars that have a greater economic cost for all road users (at least in the local community): <a href="https://www.ntc.gov.au/light-vehicle-emissions-intensity-australia">https://www.ntc.gov.au/light-vehicle-emissions-intensity-australia</a>
please don't take parking away
Please ensure consideration of the disabled community is factored in. City of port Phillip is a difficult area to navigate with mobility aids already. Don't make it worse.

Please get a Green Turn Right arrow for cars travelling south on Hotham street and turning right into Carlisle Street. It's often very busy and dangerous with 'near misses' common
Please give us option B. That's all we ask for.
Please include easily accessible bike parking where riders don't need to go up onto the footpath in order to access it, as it limits accessibility for riders of ebikes/cargo bikes/tricycles.
Please inform the upcoming traders and associated lobby groups that people ride, walk and use PT to get to their shops in as great or even greater numbers than those who drive.
Please just go with option A, there's plenty of off-street parking available
Please just leave it as it is not necessary to change
Please keep car parking options
Please keep going; providing safer cycling options will motivate more people to ride; it's better for the environment and our health :)
Please keep Inkerman st as it is. Don't reduce our parking.
Please keep parking
Please learn from the Westbury St bike lanes. We need to live in harmony and make changes that make sense to all user groups, including residents, traders and road users. Separation is not the answer in small spaces, it encourages negative responses, and becomes more dangerous to all.
Please leave it the way it is so that we don't lose parking spaces.
Please leave parking as it currently is. I need to regularly drive and park there for my shopping. I will be severely impacted if I couldn't readily access existing parking.
Please make the st kilda and Balaclava area more bike friendly, I travel to Europe regularly and seeing their bike lanes and everyone using them should be something we aim for, shared bike/car lanes do not promote safety
Please pick the physically separated bike lanes! On road bike lanes don't do anything
Please plant more trees - mature native trees in particular
Please preserve parking for local businesses.
Please proceed with option a. It ticks so many boxes on good planning, amenity, environmental needs etc
Please provide a hard barrier between cars and bikes.
Please provide adequate street car parking on Inkerman rd
Please provide adequate street parking Cars are to stay

<p>Please provide safe lanes on Inkerman street.i have been hit whilst riding my bike too many times, that I now actively avoid riding my bike as I'm too scared. I end up driving, or just not visiting the business along there anymore.</p> <p>Port Phillip needs to get serious on active transport and provide alternative options to driving. Stop listening to the noisy minority and get on with making it safe for everybody, not just those who CHOOSE to drive</p>
<p>Please put in these lanes. I'm sick of nearly getting hurt each time I get on my bike</p>
<p>Please reduce the speed limit to 30 kmh across the street and the council streets. It's the only safe speed for road users</p>
<p>Please remember that many road users/pedestrians cannot ride bikes due to age, fitness levels, disability, having children with them, transporting loads and shopping. Please don't prioritize bike riding at the expense of the many older citizens in the area who need to be driven to shops. To those with multiple children who need safe way to get around and do so either in foot or by car but not by bus. Also, bikes can be a hazard for pedestrians crossing roads. Removing much of the parking will make it difficult for those with challenges of mobility, those carrying loads, and those of us who actually stop on Inkerman and not just drive through it.</p>
<p>Please respect the business and road users. Please add parking spots</p>
<p>please separate bikes and cars for the sake of our children</p>
<p>Please seriously consider option A. This is without doubt the safest option for all users of Inkerman St. This option is more visually appealing as well. Melbourne is extremely car centric and changes need to occur to ensure quality of life in our suburbs. If plans like this are allowed to go ahead so many of the neisayers will come to realise they were wrong.</p>
<p>Please stop changing the roads. Removing car parks to put in bike lanes and more trees is not what I want my council to be doing. This money could be much better spent cleaning up and reinvigorating Carlisle Street which is more unsafe and unappealing than ever. Those poor traders, I feel for them.</p> <p>A great example is the recent Balaclava Boogie weekend. The record sale in the coles arcade was a fantastic community idea. How about widening that to a community thrift day. Offer community members free stands to sell their second hand items. A giant garage sale style event.</p> <p>Please better consider the projects, and look at what the whole community really needs.</p>
<p>Please stop taking away parking spots! They are very much needed for residents and businesses.</p>
<p>Please think about the grey st to st kilda road end of inkerman also.</p> <p>Many Elwood college kids walk this route to the bus in Barkley St crossing st kilda road</p>

Pls listen to your rate payers and stop doing surveys which you will ignore. Or suffer the same fate as Santos and Woodside.
Port Phillip has made great progress on dealing with climate challenges but this makes a lack of progress with advancing bike infrastructure is really glaring.
Port Phillip should be aiming for the *best* long-term solution, not one that is a half-way measure. Despite fears from residents & businesses about the impact of loss of kerbside parking, numerous studies have shown the benefits to businesses of prioritising pedestrian and cycling modes of transport.
Prioritise local residents over commuters: connections won't be built.
Prioritising pedestrian and cyclist movements between places can solve a multitude of issues that vehicles can bring
Proposed Option A makes the street much more attractive, I think it would really be an asset to the community with the increased garden beds and encourage shoppers etc to the area.
Protect our local businesses like Melbourne Kosher Butcher and others with option b design and have more parking options. Constructing better eco friendly roads, better lightning led lights noise reductions options, without destroying business.
protect residents parking w new devs.
Protected and safer bike lanes would encourage more people to ride bikes and scooters. Its a shame that council delayed this project
Protected bike lanes make everyone safer, you're reducing the hazards for cyclists and pedestrians. I really hope you choose the protected bike lanes option.
Protected bike lanes please 🙏
Protected bike lanes will benefit all road users
Protected cycling lanes for this thoroughfare are long overdue and should be extended along Inkerman Street the City of Glen Eira to the educational, commercial and transport hub of Caulfield station. This matter should be taken up with Vic Roads and Parliamentary members.
Protected kerbside bike lanes are a no brainer. The misinformation from the Save Inkerman Collective concerns me - this should have been done years ago.
Protected lanes please. Then I can ride with my kids 😊
Provide residents with increased number of parking permits per household
Provide Street parking and stop the Stupidities .... Start looking at the Mental health and homeless in the area.
Public land should be maximized for public utility, not for storing private goods.
PUT PAINTED PARKING BAYS IN CAMDEN STREET! It will greatly improve parking!!!!!!

<p>Rate payers money MUST be used more widely than any of what you are proposing. Your residents as all Victorians are struggling to make ends meet due to cost of living crisis. This proposal to use our hard earned rates for is absurd and insensitive. As a lifelong resident of the area we DO NOT need to change anything on Inkerman street as there are hardly every ANY accidents and our money MUST be spent on actually helping residents who are struggling to put food on the table and to combat the insane rise in Antisemitism which is actually impacting the local community you represent. Stop this ridiculous waste of your rate payers money, it's absolutely outrageous!</p>
<p>Really glad that something is being done to make this street safer. It would be good to see safe solutions for conflict points between cars turning onto inkerman and bikes cycling along. This is an issue on the new bike lanes along st kilda road where cars creep into the bike lane due to various obstructions to site lines.</p>
<p>Really need to prioritise safety for pedestrians and bike riders of all ages and abilities here.</p>
<p>Reduced car parking. This has already been affected with planting of trees in Jervois Street already. Car parking has been reduced. Large number of cars parked by non-residents already in this street.</p>
<p>Reduced parking always results in less users which will impact traders greatly. For those that visit residents on inkerman or use synagogues and other amenities, parking is already difficult enough. Forcing more parking into side streets WILL negatively effect residents in those streets making them less safe, and causing disruption and inconvenience to them. As a resident who lives in a High parking demand area, I know the inconvenience of regularly having my driveway blocked by those desperate to park. Please consider ALL road users. Not just bikes, which are not in high number on Inkerman.</p>
<p>Reducing car parks increases congestion, pollution, and driver frustration with the extra time spent looking for parking, source</p> <p><a href="https://www.mdpi.com/2071-1050/14/7/3742">https://www.mdpi.com/2071-1050/14/7/3742</a></p> <p>I also do not support the significant expenditure.</p>
<p>Reducing parking causes way too many problems for everyone. Having elderly people or families with young children needing to park further away and cross more roads to get where they need is simply ridiculous. The planting of trees on the road is also a hazard for both drivers and pedestrians.</p>
<p>Reducing parking in such a large volume in a highly populate area with multiple shopping stores as propose in option A will significantly impact the businesses and residents on Inkerman road.</p> <p>There are a large amount of apartments in the area and by reducing the number of parking options will just deter people from wanting to shop in the area. I understand there is a push for using other means of transportation however as a resident on Inkerman Road and an avid cyclist myself creating separated bike lanes like what was done on St Kilda Road causes more accidents as you have people exiting their cars and just crossing the separated bike path (has happened to me multiple times).</p> <p>Also would be good to understand the cause of the 33 accidents in the past 5 years and how many related to the current bike lane.</p>

<p>Reducing parking on inkerman st would significantly adversely affect my ability to access my street and my house and could potentially compromise the safety of my kids. Less parking on inkerman would mean more people looking for parking on our street increasing traffic making it harder to access our driveway and making it more dangerous for our kids to play</p>
<p>Reducing street parking by such a large volume as proposed under option A would significantly impact residents and businesses on Inkerman Street and surrounds given the number of apartment buildings on the street and that car bays on both sides of the street are already nearing capacity. The volume of bike riders using the street appears to be low compared to the volume of residents and businesses who would be negatively affected by the proposal under option A. Particularly those who are elderly, have young children (Prams &amp; carrying kids to/from their car) or are unable to walk far. Reducing car bays will not mean the cars will disappear - the residents &amp; businesses will still need to find a place to park &amp; access their car within reasonable distance of their homes/work.</p>
<p>Reducing the number of car parks would be detrimental to residents. I also believe it would create more pollution as people would be forced to drive several rounds on neighbouring streets to find a park for their car. I would also feel unsafe having to park further away and walking from my car at night, especially with the current increased crime in our area. This would all impact on my mental health by adding more anxiety and stress to an already stressful life.</p>
<p>Reducing the speed limit on Inkerman Street to 40 km should be part of this I'm surprised it is not as it is a very busy street and crossing with children is challenging with cars and bikes going 50 km.</p> <p>With option A Reducing so much carparking on Inkerman is going to hurt the business operating on the street and also has the potential for more pedestrian incidents not less.</p> <p>It seems that the focus on these changes are on cyclists not pedestrians and local residents .</p>
<p>Reinstate nature strips and keep trees and shrubs OFF the road - they obstruct visibility. Install bike lights at major crossing points (traffic lights).</p>
<p>Removing on street parking will destroy businesses for the customer who drive up to the shop and park. Removing business removes the livelihoods of many</p>
<p>Removing parking between Hotham and Brighton Road is not wanted by the majority of the local community.</p>
<p>Removing parking in Inkerman St will impact all the surround streets which are already under pressure.</p> <p>Anything that removes any number of parking spaces is bonkers.</p>
<p>Removing parking spots on Inkerman St won't change the number of cars, it will drive parking congestion into side streets</p>
<p>Removing parking will not improve safety outcomes; this is short sighted</p>
<p>Resident consultation too minimal. No comms about the plan: wanted to be involved when there were four options.</p>

Residents with off-street parking should be encouraged to use it as the first option. Also, on-street parking capacity is often reduced due to 'sloppy' or thoughtless parking. I'm unsure as to how CoPP could address these issues but improved parking etiquette would go a long way to reduce the impact of the loss of on-street parking spaces.
restaurants would benefit from greenery. its an unpleasant street to dine on b/c of congestion. parked cars should be reduced.
Restricting parking on Inkerman Street won't reduce the number of cars in the area. It will just divert them into side streets. Will council provide permit parking for residents, at no cost, to compensate?
Roads should be safe and accessible for all users not just a select minority
Safe bike connections are needed across the whole CoPP.
Safer, segregated bike lines are a must!
time to stop appeasing to motorists all the time
Safety around Hotham St intersection. Consider parking for local residents.
Safety first. Option A is the safer option. Whilst I understand the loss of parking bays is the main concern for residents, most of these residents have multiple cars and why should this be given priority over the SAFETY of all road users? We need to consider all users.
Safety is one of my biggest concerns on Inkerman Street, especially around the Aldi. Cars constantly cross the bike path to access car parks which poses a danger of car doors opening, or drivers suddenly pulling onto the road. Additionally, the blind views exiting Aldi as parked cars block the view of oncoming cyclists. If the cyclists were closer to the kerb they would be much more visible.
Safety is paramount. How can we compare saving people from life-threatening injury to losing some parking spaces?
Save our parking
Save the small InKerman traders!
Saying Option 2 is the 'second safest' option is misleading as it is still a very unsafe option for cyclists and doesn't solve the issues. I do not cycle because I feel unsafe when doing so. Option 2 would not give me the confidence to ride - it would be a waste of money.
Segregation of bikes from cars will save lives, reduce injury, increase cycling, reduce pollution, increase public health. No one should be too scared to ride their bike! Bikes are so versatile and can be used to shopping, commuting, fitness, taking children to school and bikes can be adapted for use by all ages and abilities. I am [60+] and hope to be riding well i to my old age. It keeps me fit, improves my balance, gets me out of the house and in the fresh air and improves my mental health.
Separate Bike lane looks great please do it!
Separated bike lane is the way to go in order to increase all user's safety and encourage people to ride. Parking bay loss is negligible in regard to the benefit of having more people feeling comfortable and safe to ride a bike or scooter. The only caveat is that the upgrade



of one street cannot do much on its own. It must be included in a wider cycle lane network for all the benefits to be fully effective.
Separated bike lanes are dangerous - people don't look for bikes on their left hand side and frequently door cyclists. The protected lanes in St Kilda frequently see cyclists being hit by left turning vehicles.
Separated bike lanes are essential for making active transport accessible and safe for people of all ages and abilities in our community.
Separated bike lanes are safer for everybody using the road. As a driver and cyclist separated lanes mean there is less risk of collision & people getting out of cars won't have to worry about bikes
Separated bike lanes are the best option
separated bike lanes on Inkerman St is well overdue as it is an important connection to St Kilda Rd into the city as well as St Kilda
Separated bike lanes would seriously change my life for the better as I am terrified every day to ride down Inkerman St to commute to work. I feel as though I am risking my life.
Seperate bike lanes are the only safe option for Inkerman St. It is a narrow street that is not safe for bicycles. I ride 30km+ per day but would not ride down the streets without seperate lanes. The only serious option to reduce bike accidents is to create Option A. Painting the bike lane does not increase safety. I would be more inclined to ride out to Caulfield and Malvern and other local shopping centres, however I would not do that now or if the lanes were just painted but not seperated. I would continue to take my car, adding to emissions and traffic congestion.
Shocked option 2 is even being offered. Many of the design approaches taken in option 2 are known to be sub-standard and far from best practice when it comes to design safe, welcoming and user friendly streets in such a built up environment.
Since the opening of the St Kilda rd bike lanes I have seen my family member and bike hesitant friends begin riding from St Kilda into the city for the firs time ever. I want the see the same safe, low emission options in a cohesive network where we live, shop and travel to school.
So many people I talk to say they would love to bike but just don't feel safe with traffic. Let's get a seperate bike lane and change that!
So not remove parking - I am a local and want to access the shops and surrounding area. If you remove parking I will shop and eat elsewhere
St Kilda has already done option A! So it seems intermitable that design will be extended for the sake of connectivity.
St Kilda Rd now has an amazing bike line, but the links to get there are missing. This could be one of those links.
Start doing your job! We are not interested in bike lanes or reducing parking! Focus on lights and cameras and reducing speed.

stop wasting public money you pack of pricks.if it were your money i am sure you would not spend any of it./ stop getting pissed before you make stupid stuff ups
Stop wasting taxpayers money and focus on Crime saftey in the area by introducing cameras and more lights
Streets like Inkerman should prioritize moving people, not providing parking
Surrounding Steet Parking Congestion – Concerned surrounding streets will be congested due to limited parking on Inkerman. Please consider Parking Permits for surrounding streets, particularly Evelyn St. Referring to page 5 of October 18 unconfirmed minutes - Officers investigating increased parking for surrounding streets. It is no good removing parking from Inkerman and congesting surrounding streets.
Pedestrian Crossing Nelson St - Please consider moving Blenheim crossing closer to Nelson St. Nelson St has far higher foot traffic than Blenheim due to Balaclava station / tram stop. Currently difficult to access Nelson on foot due to cars approaching from both east / west. Cars approaching from west are hazardous due to right turn & crossing opposing lane. Locating crossing as close as possible to Nelson is likely to see a higher pedestrian take up.
Take survey reasons are misleading. Taking out traffic lanes does not reduce congestion. There's simply no proof for that proposition outside very large very dense cbd locations and it falsely assumes the non local traffic has somewhere else to go.
Take your woke agenda elsewhere and let the residents and businesses of the area continue to enjoy real benefits like having where to park and shop.
Taking out parking places from Inkerman Street would be a problem for me living in a street off Inkerman Street and having to use off street parking (no garage). Insufficient parking in the area means traders/train users use "our" street for all day free parking. Very often difficult to get a park in my street.
Taking out the on street parking is just going to create more issues than it solves. I also find that living so close to Inkerman street in the affected area that there has been no consultation or information about this major change. There have been no letterbox fliers or even signage put up about it.
Thank you for addressing this, I often use back streets as inkerman is dangerous to ride on
Thank you for considering a balance between improved safety for everyone and convenience, without being detrimental to local businsses.
Thank you for considering these changes

<p>Thank you for finally bringing this important issue closer to action! It will make Inkerman St safer for locals, cyclists connecting up to Caulfield Station trains or the Djerring Trail, and contribute to better liveability for our community overall, including for pedestrians and car drivers through reducing congestion and accidents.</p> <p>I have a few thoughts to add to my answers to the survey:</p> <p>Kerbside bike lanes are much safer than the on-road green bike lanes, which is why I prefer option A. However, I don't think that we need to have additional planting in the middle of the road. In fact, I think that these plantings can often actually make the street look worse as they become a sort of nest for street litter and public urination unless well looked after ( I live on Fitzroy St). Instead of introducing new planting in the road, I would appreciate if council would stop ripping out the existing trees on the side walk, or re-plant in those spots. I think Inkerman St would benefit most from one of the options which was unfortunately not included in this survey: kerbside protected bike lane, additional parking, traffic lane.</p> <p>I don't think that we need to widen the car parking areas so much- people have the right to drive a car, especially those not physically able to walk/cycle, but they should also consider that we live in an inner city area in their choice of vehicle.</p> <p>As the owner of an [car] myself, who struggles to find large parking spaces in most parts of St Kilda and Balaclava, I think if you are going to drive a SUV in the inner city you should learn to park neatly, rather than refusing to park in the existing parking spots. I manage fine with the scarcity of large-size parking spots in COPP by cycling most places, and driving only if I am transporting children/ large goods or travelling long distances.</p> <p>Any contemplated removal of parking spots should include prioritisation of disability permit spots to ensure that this plan helps create genuinely inclusive transport solutions including for the mostly elderly residents of 150 Inkerman St as well as people living in the Glen Eira strip. This will help reduce opposition from these groups. I also hope council will make efforts to ensure that concrete barriers do not pose a tripping hazard especially to people using walking frames!</p>
Thank you for making this happen.
Thank you for taking this initiative! It will help make our community safer, more accessible, more beautiful and environmentally friendly! The designs look wonderful, especially the gardens in the divider islands! Thank you, from a pleased property owner!
Thank you for the consultation process. Visuals provide great opportunity to see what end product looks like.
Thank you for the opportunity to have my say
Thanks for acting to fix the issues affecting Inkerman Street. It's been so unsafe for so long particularly for pedestrians and bike and scooter riders
Thanks for consulting with the users and community
Thanks for consulting.
Thanks for involving the community in consultations!

<p>Thanks for the opportunity to provide input. I suggest that there be extra traffic lights at corner Camden St/Inkerman Rd.to facilitate entry to Inkerman Rd from Camden.Inkerman Rd is already a narrow road so I don't recommend increasing bicycle travel there. rather create a pathway via Westbury to Dandenong rd.</p>
<p>Thanks!</p>
<p>Thankyou for asking us what works for us. To be involved in discussion allowing for lesser emissions and greater greenery is what we can actively do now. So thanks</p>
<p>That section of Inkerman is good for driving and is my preferred option when getting out of the Balaclava area. It's very ugly and unpleasant to walk along, the main improvement I want is more greenery and trees so we don't live in a concrete wasteland. The cycling on Inkerman is fine for me as an experienced adult cyclist, it's ok for kids since the road is more predictable than Carlisle St.</p> <p>The best thing you could do to reduce congestion and improve traffic safety is make Hotham St/Williams rd a clear way at all times preferably from Nepean hwy to the river.</p>
<p>The accident statistics make it clear bike riders are being injured and that's consistent with my experience of feeling unsafe riding on this road. A safe route is absolutely critical. Glen Eira Council also needs to act. Thanks to Port Phillip Council for taking this seriously.</p>
<p>The addition of turning lanes into major streets which provide access to the supermarkets would be helpful.</p> <p>My last car was written off when I was turning right into my street from Inkerman and somebody not paying attention used my car to stop, hitting my car so hard it was written off from the structural damage caused by the impact.</p> <p>Inkerman St is such a busy street there has been very little forethought into how people access the childcare centre, the supermarkets, exit the supermarket via Camden st with limited visibility as cars are parked way too close for safe visibility when pulling out of these side streets.</p>
<p>The additional pedestrian crossing would make more sense at nelson street than blenheim. Many people walk up and down at Nelson street to go to the supermarkets and train then up towards Alma Park.Many of them also cross halfway and stand in the middle of the road waiting for a break in cars going the other way.</p> <p>A crossing at Blenheim would not be used by these people they would just continue to cross between nelson and raglan.</p>
<p>The alternative to plan A, plan b, AKA painted lines on a road, doesn't make it safe(r) to cycle on the road. It doesn't prevent doorings and forces cyclists to ride in the most dangerous space on a road. the narrow space between opening car doors and moving traffic.</p> <p>As a lifetime cyclist, Option B shouldn't even be a consideration if there is a sincere attempt to improve cycling safety and encourage more people to cycle.</p>
<p>The areas around Aldi are a menace and I'm very pleased to see you are trying to action/improve. I know these kind of things never satisfy everyone so thank you for the job you are doing.</p>

The bicycle lane upgrade along St Kilda Road from Barkly Street, has made cycling a lot safer all the way into Flinders Street. The separation of parked cars and moving traffic has shown to be very effective. I now ride more often. I would like to do the same on Inkerman Street.
The bikes lanes on Inkerman street are too narrow and extremely dangerous, especially between Hotham and Chapel St. Protected lanes will encourage more people to ride and be a positive for the locals
The bluestone barriers on the corner of Marriott St & Inkerman St have created a traffic hazard because the Marriott St roadway is now so narrow it makes turning extremely difficult. Also it is a rubbish trap.
The businesses on Inkerman are critical and any design must take them into account, it can already be hard to access them on vehicles. Especially when coming after school with lots of young children. Please make sure you maintain parking that doesn't require moms or carers with multiple children to have to cross large main roads
The car parks are essential for the people that live along inkerman, parking is already tight
The change to Zones for resident parking has cause significant issues with parking in resident streets. This is why reducing the number of parks (Option A) is not an option for me. Return to the previous parking arrangements and Option A would be great. Thanks
The city needs to change the culture of car domination by promoting cycling and walking, for example, getting kids back on biking to school.
The City of Port Phillip declared a climate emergency in 2019. Private vehicle use accounts for 14 per cent of the City's emissions. This number is expected to account for nearly 50 per cent of local emissions by 2040. Option A provides the highest safety increase, aligns with the Council's endorsed Move Connect Live strategy, and will provide for less confident riders
The City of Port Phillip has already wasted millions of dollars & mismanaged this scheme once before & were ordered to put our streets the way they were before, as per the Westbury Street debacle. Please do not waste any more money on bollards & bike lane pop ups.
The City of Port Phillip is making a strategic mistake by prioritising bikes over cars in the hope that this will reduce overall emissions as electric vehicles are already entering the the market now and over the next 10 years will become ubiquitous, whereas changes to the layout of the roadway will be in place for at least the next 50 years. Any money spent by the council would be better spent on installing EV charging stations in existing street parking rather than completely re-modelling the streetscape on the false pretence that this will reduce overall Co2 emissions and improve green space. I do however support Option B to improve safety for cyclists.
The council needs to accommodate the displaced cars somewhere else.
The current parking, bike lanes and vegetation work.

The current raised divide holds up traffic for people turning right into a side street off Inkerman and have seen near misses often as cars become impatient and cross onto wrong side of road to turn right rather than wait eg Curzon heading towards Hotham.
The cycling conditions along Inkerman Road present a perilous landscape for cyclists. Many drivers, absorbed in their mobile phones, exhibit a disregard for road-sharing etiquette. Their inattention not only breeds an environment of discourtesy but also elevates the risk of serious accidents. This negligence, coupled with overt rudeness, transforms what should be a simple commute or leisurely ride into a hazardous endeavour, demanding vigilance and fortitude from every cyclist braving this thoroughfare.
The designs look amazing. Hope you succeed
The designs with planting and safe crossing points look fantastic. I really look forward to riding in this location and easily accessing local businesses.
The dwellings and businesses on the southern side of Inkerman St get the raw end of the deal with option 1. Now they will have to park on the north side or elsewhere. This means a lot more pedestrians crossing Inkerman St which is counter productive to being safer. It will be a traffic choke point and drivers will avoid it and increase traffic on Alma and Carlisle, also counter productive.
The ENTRANCE TO Aldi is a nightmare and blind spot. I've almost had an accident trying to get out. Stopped going there because it was so dangerous.
The implemented bike lanes that have been since removed proved a horrendous impact on traffic flow meaning people are sitting longer in traffic. If bike riders obeyed rules like not riding through traffic lines and perhaps paid some kind of registration then taking up road space that is paid for by increasing car registrations may be acceptable. People need to start taking accountability for their behaviour. Inkerman Street seems to be a road the bike riders behave recklessly and ignore road safety laws more than other roads. How about addressing safety in public as there are more drug effected violence and theft crime than bike accidents. I fear for my safety walking down Carlisle street both day and night. Channel money into increasing business back into Carlisle street and clean up crime.
<p>The intersection at the corner of Chapel and Inkerman when turning left towards Brighton road.</p> <p>The cycle lane does not come into play immediately on turning the corner until further along Inkerman St and leaves me as a cyclist vulnerable from cars travelling West towards Brighton Road.</p> <p>For safety sake I normally will turn left on a red light to avoid and outrun the cars to reach the start of the cycle lane.</p>
The kerbside option seems safer for riders.
The location of the pedestrian crossing should be reviewed based on pedestrian traffic data. The current location is all ready close to a set of lights. A better location would be closer to Nelson st as there is a lot of foot traffic through this street from the kinder, the train station and across through to raglan and Alma park. It's essentially a very busy foot traffic area and a pedestrian light near that corner will be helpful. Especially for the little people going to kinder.

<p>The loss of car parking is an issue, but hopefully more people will ride or catch public transport which is excellent in the area. This will take time to adjust to. The greening of the street will add to the 'feel' of the area and attract more people to the shops.</p>
<p>The minority bike riders should not have the power to ruin the roadways and make it impossible for people to park. More pedestrians are at risk than cyclists. This is a uneducated, poorly planned idea that will be devastating to current businesses and home owners.</p>
<p>The on-road bike lanes are terrifying and objectively dangerous for cyclists and scooters. Drivers open doors and drive out without looking. I wonder if Council liability for injuries/deaths increases if the safe option A is considered and then rejected. While traders and drivers always complain about the loss of parking, and there may indeed be short term disruption, in the long term pedestrian/bike friendly solutions will be the most desirable. Look at European cities. Even Acland St is much better for users now.</p>
<p>The option is fantastic because it will encourage a wider range of demographics to feel confident using a bike along Inkerman Street. Having the separate bike lane on the outside of the parked cars increases safety to a much higher proportion than a buffered bike lane where bikes are still subject to coming into contact with drivers. This provides so much confidence for those who may want to cycle but don't feel safe enough. Not to mention it provides an opportunity for an increase in tree planting and greening.</p>
<p>The option of greatly reducing car parking spaces will destroy local businesses and create traffic and parking havoc on sidestreets. These will become unsafe for families, especially children. Whilst I greatly support increased safety, it should not be at the expense of the local community who live and breathe life into the area.</p>
<p>The PCYC needs parking out the front for the safety of women at night. The Kosher butcher needs parking to service the considerable Jewish community. I don't believe that Inkerman St is a logical bike thoroughfare, people who live north are up the hill and won't ride down in order to ride up the steeper hill on Brighton rd to get to the city and if they are actually riding to the beach then they'd use Carlisle st because it's a straighter line... and if they live south of Inkerman st and want to get to the city then they'll use Carlisle st as it's a shorter distance to Brighton rd. The proposed route actually takes longer and makes less sense.</p>
<p>The pedestrian crossings as proposed in either option are too close to the traffic lighted intersections and the proposed locations do not align with where most people cross the road for childcare, parks, shops etc.</p> <p>Would you consider a trial of a 40kph zone prior to making any significant changes as outlined in this proposal to address safety for ALL road users?</p> <p>Parking bays could be better line marked and longer as well as wider as they are currently very small.</p> <p>We would prefer to minimise any loss of parking spaces.</p>
<p>The people designing these options clearly live in these areas.</p> <p>All is well for you to remove parking but what about those who can't walk, live far, have kids, are elderly or DONT NEED THEIR LIVES MADE MORE DIFFICULT BC YOU FEEL LIKE WASTING TAXPAYERS DOLLARS.</p> <p>Do your job and keep the community safe by removing criminals.</p> <p>Dont ruin businesses!!!! I want to my elderly parents to be able to park near their house, not blocks and blocks away.</p>

The persons or entity formulating Council's 'Have Your Say' survey in relation to this project, have chosen to blatantly ignore social desirability bias. I'm unsure whether you're aware, but this bias is one of the most common in surveys and reflects respondents' desire to answer a question in a way they believe is morally or socially preferable.

Council has presented the community with a survey telling them Option A will have the safest outcome for all road users; which is highly questionable if north side pedestrians are forced to run the gauntlet when their parking is taken from them (and there are no crossings nearby) and Option B will have the second safest outcome. By definition, the majority of respondents will vote for Option A without stopping to consider any additional real-world impacts (particularly negative) this option may have.

However not only does Council's survey engage in this common bias, it is also wide open to sampling bias - another of the most common survey biases. Victoria's cycling lobby and its clubs all over the state have huge membership numbers, are mobilised and extremely vocal (understandably) about improving bike safety. These organisations have regular meetings, newsletters, Facebook sites and networks the small businesses and residents on Inkerman street can never hope to emulate in size and reach. I have personally been made aware of calls to vote for Option A being published to members of these clubs, however they are not the ratepayers, residents and small businesses on the street who stand to lose the most if Option A gets up.

Sampling bias means samples are collected in such a way that some members of the intended population have a lower or higher sampling probability than others. It is clear Council have engaged in two of the most common biases when engineering this survey and I would posit this is in clear breach of Council's own Code of Conduct which clearly states that avoiding bias is a 'legal obligation'. If an officer might be biased, that officer must assess his/her/their obligations separately and take the appropriate action. The survey also unfairly disadvantages non-internet users; particularly the elderly.

Further, not only is it socially engineered in favour of Option A, but the Council staff who've attended the recent 'pop-up' on the corner of Inkerman and Chapel Street were openly spruiking this option to everyone in attendance. It was my understanding Council were simply gathering feedback from the community at these pop-ups, but that was far from the case. Instead, we were subjected to propaganda and blatant cycling activism by staff in attendance; one of whom told an elderly resident in front of a large group of neighbours and onlookers that she could take to a bike and get rid of her car! Quite unbelievable really.

The presumption of applying a 40km speed limit is not explained or justified. 50km per hr would be appropriate in this area with its dispersed commercial activity.

The proposed changes (option A) will significantly increase the distance for parking near my house.

I have young kids and an elderly parent. Option A will be devastating for us



<p>The proposed location of the pedestrian crossing between Chapel St and Westbury St is poorly located. In the concept design, the crossing is located between Young St and Blenheim St. This location is not ideal, for a number of reasons:</p> <ol style="list-style-type: none"> <li>1. Raglan St and Nelson St are the major north-south active transport routes in this 'block', this is due to the accessibility of Alma Park, the Alma Rd gym, the Raglan St walking path, the Nelson St kindergarten, and the Carlisle Street shopping centres (which are to the west of the train-line, not to the east). All of these are on the west side of the rail line.</li> <li>2. Council is currently working on a pedestrian crossing across Alma Rd at the north end of Raglan St (to the west of the rail line). And council is considering installing another pedestrian crossing across Nightingale St, again to the west of the rail line. This proposed crossing on Inkerman St does not align with these other pedestrian crossings to the west of the rail line.</li> <li>3. Finally, the proposed crossing location is very close to Westbury St, and leaves a large section of heavily crossed road (from Raglan St to Camden St) without a close crossing option.</li> </ol> <p>The better location for this crossing is between Nelson St and Raglan St, possibly aligning directly between the east footpath of Nelson St and the west footpath of Raglan St.</p>
<p>The proposed pedestrian crossing at Blenheim St would make more sense being closer to Nelson St as Nelson St has higher foot traffic due leading directly to Balaclava train station and a more central part of Carlisle st. I strongly believe the location of this crossing should be reconsidered.</p>
<p>The protected bike lanes look great. Please implement. Though some people will have to walk further to find parking, there's still sufficient parking.</p>
<p>The protected bike lanes option looks great. The buffered lanes are pretty meh, probably won't attract many new people to ride</p> <p>Please build protected bike lanes ASAP. Good luck</p>
<p>The protected bike lanes should be built regardless of whether they connect to similar protected lanes now. They may be connected in the future. Every meter of protected bike lane counts to save people from harm. Protected bike lanes with landscaping improve amenity for everyone.</p>
<p>The questions in this survey are extremely loaded and do not provide enough multi choice options to express my point of view. My key factors is to retain amenities, access to shops, parking and free flowing traffic traffic lanes.</p>
<p>The recent changes that force left turn and proceed ahead traffic into the one lane is incredibly annoying: everyone gets held up waiting for the left turn traffic to wait for pedestrians. Whoever thought this up should be sacked after a good tarring and feathering,.</p>
<p>The removal of on-street parking would be extremely detrimental to residents of Inkerman St. Please ensure there is no reduction in on-street parking spaces.</p>
<p>The removal of parking bays and driving accessibility will greatly hinder the success of the local vendors and accessibility of the community members who have multiple young children or who are elderly. Without the success of the vendors, the population of our beloved community will dwindle, with the reduced options of purchasable items. I do not find the number of current cyclists enough to be reason to pour so much money and make such drastic changes to the community, while will cause so much more inconvenience,</p>

loss, and lack of accessibility to majority of the members of the community. Please keep the current roads accessible for the number of cars that drive and park on Inkerman Street. Please do not make such drastic changes for a tiny amount of cyclists who can already safely use our roads.
<p>The removal of residential parking without proper consultation with residents is a disgrace.</p> <p>Dandenong Road is perfect for a bike lane instead of impinging on residence rights and access.</p> <p>The number of bike riders that will benefit from this proposal versus the detrimental affect on residents is minuscule.</p>
The road needs protected bicycle lanes immediately. Please don't delay any longer
The safer active transport is, the more people will do it which is good for health, the environment and congestion.
The safety improvements make it more encouraging for occasional cyclists to cycle more often. I like seeing more plants and trees. With ever increasing building density we are losing a lot of trees and shrubs. It also beautifies a road that is very ugly, especially down at the Aldi end. Safer pedestrian crossings should stop people standing in the middle of the road waiting for a break in traffic. As a regular cyclist, this option is a huge improvement.
The safety of pedestrians, cyclists, scooter riders, motorbike riders is much more important than people being able to park closer to a shop/house.
The safety projects work especially well if local government authorities coordinate what they are doing. I'm happy that Port Phillip is looking at options for Inkerman Street - I hope Glen Eira is on board too.
<p>The shopping district will be severely impacted by the loss of street parking. The survey is intentionally deceptive making one think there is a choice between Option A &amp; B when in fact there is 3rd option, to maintain the status quo.</p> <p>There is a third option, you do not have to choose A or B</p>
<p>The side streets off Inkerman are already at capacity with parked cars. Where are the extra cars going to park?</p> <p>Also, businesses on Inkerman Street that have been there for many years will be affected.</p> <p>There are already bike lanes on Inkerman Street that are quite adequate</p>
The speed of traffic makes it feel unsafe to ride bikes on this area. The width of the road also feels unnecessary and makes the streetscape barren. More tree planting would make a huge difference
The street looks bleak, tired and dirty. Pedestrian safety needs to be upgraded, and the second pedestrian crossing needs to be integrated with the Green Line Proposal.
The street needs to retain the car spaces that it has now. There should be an option C - leave as is. the Westbury St trial should tell you that the models you have are flawed.

Particularly on the corner of Jacka Blvd and Glen Huntley Rd - it needs to be removed asap.
The suggestion to decrease parking spaces in a densely populated area, as indicated in Option A, could potentially affect both businesses and residents on Inkerman Road. The area is known for its high density of apartments, and reducing parking options might deter people from visiting local shops. While the shift towards alternative transportation methods is understandable, as an Inkerman Road resident and an active cyclist with a wide social network in the area, the introduction of separated bike lanes will lead to more problems not just for cyclists but more so for the pedestrians. Experience from the CBD has shown that despite the separated lanes, accidents still occur, often with severe consequences. For instance, a person might step onto the lane from a parked car, leading to an unexpected collision with a cyclist. This could result in serious injuries.
the surrounding streets will need to be permit parks, the removal of so many parks will mean our already terrible parking situation will be made worse. Parking only for residents.
The trees planted in the middle of the road have not survived - although many times council has tried. When planting new - plant easy to look after - and easy to see peds crossing street
The trial on Westbury was a mess. The car lanes were too small and not enough space. I swerved many times when people opened their car doors. It was more dangerous. The cycle flow was too confusing. Don't mess it up again
The two proposals are being influenced by external influences and unfortunately there is no consideration for local homeowners and businesses. I think the report of 33 major incidents are not a true reflection. And I would like to see all 33 incidents individually. The only way Council members can truly understand the inconvenience this will be is to interact with local residents along Inkerman Street. Having a young family this proposal will certainly not improve safety but in fact increase the danger of this proposal.
The unprotected bike lanes currently present on Inkerman St are unsafe and put people off cycling. I feel this is primarily due to parked vehicles and roadworks/construction encroaching on the bike lane and forcing cyclists into the traffic lane. I do not believe Option B will be adequate to prevent this and so I strongly prefer Option A. As someone who also drives on Inkerman St I think having a protected bike lane is also beneficial for drivers as currently passing cyclists with a safe buffer distance can be difficult due to large parked vehicles and insufficient space for cyclists.
The Westbury bike lane trial was a disaster. This will be even worse. Do NOT do this - it's a waste of money & local residents will be severely disadvantaged with reduced parking. The side streets will all need to be upgraded with restricted parking 24/7 if this proposal goes ahead.
There are a lot of people with dogs crossing the road from Nelson St to Raglan St to head towards Alma park. A pedestrian zebra crossing would be good to install to make it safer as at busy time it can get dangerous. Especially with cars exiting Raglan and going across into Nelson towards the shops.

There are bike lanes on Alma and Carlisle street. There is no need to provide any further facilities on inkerman particularly if it requires removal of parking that is already a premium in this area
There are lots of new apartments, with maximum only one car space per apartment. Hence too many cars being parked on InKerman and the side streets making it congested. Inkerman street is a major road - a proposed speed limit of 40 is not practical, as it will create even more congestion on Dandenong Road/Alma Road. Carlisle street has trams - can understand a speed limit of 40, but not for Inkerman which connects to huge St Kilda Road on one end. Alma Road and Inkerman both do not have teams, so maintain the current speed to 50.
There are many businesses on Inkerman St, and customers need to get to the stores. IF you remove parking spots, it will be a DISASTER. MAKE A SURVEY OF HOW WE THINK COUNCIL SHOULD SPEND THEIR MONEY. Who will pay all the parking fines for customers who cannot get to the store? Council stands to benefit BIG TIME. Please support the businesses on Inkerman Street and give us MORE parking spots. Many Inkerman St stores currently are paying council parking fines because all we have is 2 hour parking. SUPPORT THE BUSINESSES!!!!!!
There is a clear need for a compromised solution to safety in Inkerman Street. Businesses and people with ambulatory challenges need to maintain car parking but greater space for riders is needed. Neither of these options is optimal under my chosen option, but both are met to some degree.
There is a major problem with cars doing a right hand turn into the doctors' clinic near Hotham St. The westbound traffic is often banked up into the nearby intersection of Hotham St. This issue is getting worse and is not addressed by current council regulations or proposed changes to Inkerman Rd traffic.
There is already enormous pressure in our community for parking spaces. Dire situation already
There is already insufficient parking for local residents. Option A does not benefit local residents and rate payers.
There is already not enough parking in the area. To take parking spaces away would be a disaster. Also, there are not that many bikes in the area, it is unfair to inconvenience all the motorists.
There is limited visibility for drivers as you leave the Aldi carpark. Hopefully the new street design can help improve safety for drivers, pedestrians, and cyclists here.
There is no need to provide more bike lanes. The existing bike lane is safe and strikes the right balance for all road users. Inkerman Street is perfectly fine the way it is, though a few more trees are always appreciated.
There is no reason to change Inkerman Street in any way. There is very little record of any incidents along there & any changes would just cause havoc. Why fix something that isn't broken?
There is not enough parking at the moment and the side streets are being parked in already by people who do not live in that street. We cannot lose the parking on Inkerman Street as there would be no where for residents to park.

There is plenty of parking in the area. Cycling is currently dangerous on Inkerman street. Protect the cyclists. Also more trees. The street desperately needs shade & beautification
There isn't enough room on the road for cars already. Please don't take away any more parking bays
There needs to be a safer way to cross from Alma park to the other side of Alma road.
There seem to be a lot of speeding vehicles along Inkerman St, regardless of the outcome of this survey it would be good to have speed limits enforced
There should be a pedestrian crossing at the entry of aldi to allow crossing the road safely and it should preference pedestrians clearly. The entrance to the aldi carpark is also difficult to manage and would benefit from traffic lights.
There should have been an option to select neither option! I revoke my selection and select neither to be a fair process and there should always be a disagree option. Both options are unnecessary and overbearing. Most accidents are for cars. Pedestrian crossings at dangerous points ie Nelson and Camden make sense. Improved visibility on street exits for cars so they can drive out safely is common sense. Road surfacing improvements are common sense. Improved line markings and signage for cyclists makes sense. Both options take it too far.
These options a & b both impact street parking off inkerman. I think the electric bikes that are delivering goods everywhere and use any lane are the real issue here.
These options may be the least thought out idea from the council yet, all these options are going to do is force people to park in the streets surrounding Inkerman and there aren't enough parking spaces for that. This idea is very poorly conceived and should be scrapped. After the Westbury street bike lane was put in and massively inconvenienced basically everyone anywhere near it and had to subsequently be removed because of how poorly it was implemented I would think the council would consider things like this a little better. This is a bad idea
This could be setting an example and a new standard for safer, more inclusive infrastructure within Australia. A chance to make a real difference for everyone. The benchmark should be whether our children would be safe riding/walking on this street, as per Marco te Brommelstroet's philosophy. Take this opportunity!
This could make the difference between encouraging my kids to ride a bike and not. If it were safer I would let them - they love riding and it is a shame to stop them!
This council has robbed Acland St of 50 parks along with all the parking spaces given to businesses during lockdown, which have not been redesignated as parking. The elaborate bike lanes and the silly poles are over the top given the few people that use them and the situation on Marine Pde when turning left into a side street is dangerous. Now you want to give up more car parks this time for bikes. It's ridiculous.
This is a much needed route to better connect to local shops and st kilda bike route, as well as train stations both in and out of port Phillip
This is a really positive step for council to ensure the safety of road users and encourage more sustainable transport. I will be extremely disappointed if parking means this doesn't go through. I am unable to get a permit for my street - and it works out fine. The greening

is amazing - beautiful. It's such a hot ugly corridor. I would certainly visit the cafes there more if it looked this pleasant.
<p>This is a residential street with families who have the need for a car as well as a company vehicle for their work. There are also businesses that operate on the street and without parking customers can't park easily and less likely to park.</p> <p>It's unrealistic to suggest that residents and business owners won't need a car. To increase safety for bike riders and pedestrians, there should be increased pedestrian crossings and the speed limit can be reduced to 40km. Removing car spots and increasing bike lanes will not deter reckless drivers and unsafe bike riders.</p>
This is essential. I ride regularly and all of the options from my apartment on Alexandra Street heading west do not currently feel safe to ride on.
This is essentially a matter of improving road safety. It is clear that protected bike lanes are the only option for people of all ages and abilities to ride bicycles and scooters on Inkerman Street. Has a Safe Systems Assessment by an independent consultant been done on the two options to demonstrate this? Will the SSA be included in the final report presented to councillors and the community?
<p>This is not a logical section for bikes and cars to share.</p> <p>I think the planted areas in the middle of this section of Inkerman St is adding to the hazards. It would be better to have designated pedestrian crossing points and remove these middle of the road islands. The traffic and the bikes can move through a bigger space and reduce the risk.</p>
<p>This is the most contrived way of channelling people 'opinions'. It's disgusting. Looks like the agenda is set and you are corralling people into a worst of 2 outcomes.</p> <p>Remove the lane separator in the middle of the road and paint the cycling path. That's all that is required. We have had to endure other ridiculous experiments around the area that actually made cycling and walking more difficult.</p> <p>As a cyclist and a pedestrian please leave things alone - all your plans make both of these activities more difficult and wasted valuable space and money. The cycle path as it stands now is perfectly fine. If you can't ride safely along there without incident no amount of infrastructure is going to help.</p>
This issue is a political football that will not deliver safety outcomes. It will cause chaos to the side streets off the affected areas as residents will struggle with the basic amenity of parking. It is ludicrous and looks a lot like the Westbury St fiasco.
This persistent push for bike lanes in place of on street parking, despite the local resident feedback at the offensive cost of in excess of \$400,000 is an indictment on your council committee. As a rider, I use Alma Road in addition to Inkerman Street, and it's perfectly fit for purpose. No additional cycling passageways on Inkerman Street are required and it would be the biggest waste of money. How about holding a community consultation committee at a genuinely reasonable time which will attract working members of your residential community as opposed to 7 am.
This project is very important for safer cycling through the area
this really needs to be extended to Barkly Street

This street is fine how it is. No change needs to happen, it's just a road
This survey does not take into account the small businesses on the south side of Inkerman Street (between Chapel and Westbury Streets) who require parking for clients. The clients who attend our shop [redacted - logistic discussions from a local trader.]
This survey is biased towards bike riders. In the question "What changes or additions would you like to see on Inkerman Street?" With 4 out of 8 options available to choose are designed so council can manipulate the survey to suit their own agendas.
THIS SURVEY IS GARBAGE, YOU HAVE NOT GIVEN THE OPTION TO OBJECT TO ALL SUGGESTED CHANGES I AM OBJECTING TO ALL THE CHANGES YOU HAVE PUT FORWARD
This Survey is rubbish. You are pushing your 2 preferred options. You have NOT TAKEN any consideration for the needs of the residents or the traders in Inkerman Street. You have reduced or totally removed the parking for residents, their visitors (ie Family members) and traders and their clients. You have given NO thought to where the residents, their visitors (i.e. Family members) and traders and their clients are to park. You have given NO other option. I.e. A bike lane in Alma Road with an extension to Barkly Street to link up with Albert Park.
This will be devastating to an already over populated street parking issue within the area. The Westbury st bike lane did not work and was revoked. This will not change people's use of cars in the area and will just add to congestion for residents in an already over populated area. The suggestion here would be to stop more apartments being allowed to be built without sufficient parking.
To encourage bike riding we need protected bike paths that are for bikes only. This would result in less pollution & healthier people
Today on the 23/11/23 I was almost hit by a car turning into Nelson St when walking along Inkerman St. Safer access to Pedestrians and Bikes needs to be the priority.
Too much on street parking considering that most of the dwellings in the area have car spaces. It's dangerous having people open their car doors into bike lanes with no care.
Traffic congestion and confused/impatient drivers are a particular issue around ALDI and the ALDI Car Park entrance. Additional plantings will improve the amenity and beauty of the street scape and bike riders will be safer with kerbside protection.
Transition between Glen Ira bike lanes - parking on street.
Tree plantings narrowing roadways make me feel more unsafe on a bicycle eg. Inkerman/Marriott intersection (and the narrowing on marriott)
Trucks reversing into loading docks dangerous and creates congestion for cars and cyclists.
Turning out of Camden Street onto Inkerman is already difficult to see traffic. Don't make this worse by blocking sightlines with trees or by shifting parking out from the kerb into the middle of the road.

Under no circumstances do I want any changes made to Inkerman Street. Anywhere from St kilda road to Normanby St.
Unless the bike lanes are protected new bike riders especially women will be afraid to use a bicycle. The congestion on Inkerman Street is already terrible even on Sundays
Using street space for parked cars is a very inefficient use of an urban environment. Low cost transport such as walking and riding is important to reduce the cost of living and provide equitable access for all, not just those with cars. Plus the planet needs more walking and bike riding and less cars, even if they are increasingly electric cars.
Vehicle Traffic should not be impeded by unsafe bike lanes
Very concerned about lack of parking should option A go ahead.
Very concerned about possibility of reducing on street parking. Many family members with very limited mobility, who require close and immediate access to transport vehicles. Proposed policies of reducing parking availability are ableist and ageist, highly discriminatory. Not everyone is young, fit and able to walk/ride a bike.
Want a new engagement process w option to refuse the decision.
We all remember how you went with the bike lanes that had to be removed. We all know what the changes to Acland street have done.. we all know you can't even organise the new bin contract. When you're in over your head, know when to bow out. The community doesn't trust your process or your capabilities.
WE ALREADY STRUGGLE TO PARK IN OUR STREET AS RESIDENTS THAT LIVE ON INKERMANS STREET AND CLIENTS OF BUSINESSES TAKE SPOTS ALLOCATED FOR OUR STREETS JUST OFF INKERMANS. THERE IS NO ALLOCATED PARKING FOR MOST BUSINESSES ON INKERMANS - WHAT ALTERNATIVE PARKING ARE YOU OFFERING - NOTHING!! WE PAY EXORBITANT RATES AND GET NOTHING IN RETURN. VEHICLES OWNERS ARE THE ONLY ONES CONTRIBUTING TO THE ROADS, PARKING, ETC VIA REGISTRATION FEES. BIDE RIDERS CONTRIBUTE NOTHING AND FURTHERMORE DO NOT OBEY THE ROAD RULES THAT APPLY TO THEM - RUNNING RED LIGHTS!!!, I SEE IT EVERYDAY! YOU HAVE ALSO BEEN MISLEADING IN YOUR STATEMENTS TO THE PUBLIC ABOUT THE ACCIDENTS BIKE RIDERS HAVE BEEN INVOLVED IN, IN THE LAST FIVE YEARS. THESE ALL OCCURRED AT MAJOR INTERSECTIONS AND NOT ON INKERMANS STREET.
YOU NEED TO STOP MESSING ABOUT WITH THE ROADS, STREETS AND PARKING. THE RESIDENTS HAVE HAD ENOUGH OF YOUR IRRESPONSIBLE SPENDING. WE DO NOT NEED TO GROW TREES ON THE ROAD. TREES BELONG IN PARKS AND APPROPRIATE AREAS. WE'VE HAD ENOUGH WHEN ARE YOU GOING TO LISTEN. WHY DON'T YOU FOCUS ON THE TRIPPING HAZARDS COUNCIL HAVE CREATED ON THE FOOTPATHS BY PLANTING INAPPROPRIATE TREES THAT HAVE CAUSED CRACKING AND UNEVEN SURFACES.
We are [80+] and we can not ride a bike! We regularly visit our [family member] and especially our grand children on Inkerman St. We chose option B but we wish to not lose any car parks.



We are long term residents to the area and welcome these changes. This part of Port Phillip is often overlooked by the council. Cycling down Inkerman is dangerous and we tend to avoid it. It is also very dry and concrete looking, planting additional trees and foliage would not only be aesthetic improvement, it would also help the local bird life in the area.
We can see how the new bike lanes on STKR have improved the safety of riders to and from the city. IT would be the same for Inkerman street. People who now hesitate to ride their bike because they feel unsafe would be more inclined to ride their bike. With added greenery will make Inkerman street a much nicer street for all. Option B will be a waste of money in my view.
We can't have less parking space than we already have...
we can't prioritise parking over the safety of people. And we absolutely shouldn't be accommodating even larger vehicles on our roads.
We definitely need more greenery in this area
We do not need to spend money on adding bike lanes. Spend money on ensuring Street lights with Cameras for the safety for the public and residents.
We don't need any additional lowered speed limits, the council's money grab using these is a travesty and I don't support anything that would further lower speed limits below 60k.
We don't want buffered bike lanes which will remove car spots and move car Parker's onto side streets where we live. Leave it as is. The bike lanes on Westbury st were a disaster and waste of \$\$\$ and nobody wanted them. We do however need some more pedestrian crossings such as at malakoff street. Although it would be much better outside the milk bar. Safety security cameras outside the Inkerman hotel and council flats on Inkerman would be good too as they can be dangerous areas to walk alone for a woman at night.
We have a community centre near the corner of Inkerman and Hotham, and it is very difficult for our volunteers to park, as well as the attendees. We do not want any parking removed from Inkerman Street. We provide free lunches and events to address social isolation and loneliness, we need parking for our attendees who are mostly seniors, women, and new mums. They cannot walk, ride a bike/scooter or take public transport. We need parking for them. If this is taken away, they will stay at home and the social issues we are addressing will get worse :( Please do not remove any parking on Inkerman, we rely on it. Thank you.
We have lived on Inkerman Street for 10 + years. We are rate payers. Car parking has always been an issue but have learnt to live with it. Reducing our parking would only force us into side street congesting those streets. We require Car. My [partner] is a [redacted]. I am a [parent] of 2 [redacted sport] children and travel everywhere in Victoria for that. These statistics about car accidents does not also sound correct. If you are counting how many times the rail bridge gets hit then there would not be many "accidents" left. Also where are the business operators customers to park? You would be killing their businesses. Leave the road as it is. Maybe paint the existing lanes green but do not remove our parking.
We like the median strip because you can stop in between and take a break.

We live off Inkerman Rd near Hotham Rd. Currently it is already difficult to park in our street as we have not enough car spaces in our street plus people who work around Inkerman Rd parking in front of our house. If parking spots were lost on Inkerman Rd it would further the already difficult parking situation in the area. Combined with new buildings being approved with not enough on site parking.
We live on [a local street] (parallel with Inkerman St) Yes...we do need to improve safety for all road users. However....the parking on Pakington St is already pressured with difficulty finding a park so the option which ensures the maximum number of car parks available in Inkerman st is the best option. This means people can park near the PCYC, cafes and shops with out clogging up already pressured parking in surrounding streets.
We love to cycle esp. with our small kids and live just off Inkerman road (as do much of our community) and use Inkerman road all the time/almost every day to get around on our bikes. We feel pretty unsafe cycling on Inkerman - and protected bike lanes would be the key difference for us. We use Inkerman to visit family and friends, access many parks (including Caulfield Park) and to go to shopping areas. This would completely change our life and get us out on our bikes even more. We know this is also the case for others in our community who also like to cycle, would like to cycle more, but feel very unsafe. I would also say Inkerman is absolutely the right street for this, because it allows us to access so many important places in our life. thanks!
We need a dedicated east west bicycle lane in this are to connect to the dedicated bicycle path that begins at Monash University. Inkerman is a good option.
We need more car parks in Inkerman St and surrounding areas - not bike lanes.
We need more parking for our building for the residents, their carers and their children. I would prefer A but will go B for this reason.
we need on road parking
We need to do all we can to encourage people to ride bicycles when travelling short distances. People are scared to ride bikes because of traffic. Creating separate bike lanes will mean people are and feel safer.
We need to maintain street parking in Inkerman St please. Especially near Aldi, the PCYC etc.
We need to provide a safe way for people to get from A to B and currently Inkerman Street can play that role in a big way as it will link to other good active transport options.
We really need to stop relying on cars, improve the feeling of safety and connect more to community. Slowing traffic down, separating pedestrians, bike users and cars will help change the community vibe. This will only enhance the shop front access to shoppers, improve community connection and reduce accidents and pollution. Only when forward-thinking councils and government deprioritise car use can we really change the climate crisis and improve our lives towards a healthier society
We visit the area to visit our family member. We are in our late 70s/80s and require parking outside or as close to their property as we can. When previously our family member lived in St Kilda we found parking very difficult and did not visit the area regularly as we could not park close to her property.

We want to keep our local and loved businesses and if customers are unable to park then these valued traders will be lost forever never to return.
We would like to see a map of where the incidents have occurred to make a decision.
We would love to have pedestrian crossings for the Aldi to get to Aldi
Westbury St creates angry feelings between riders and drivers.
Westbury St has difficulties to cross over in the bike.
<p>We've lived in Chusan St off Inkerman St for more than 20 years and have always been able to park in our street apart from the odd occasion over the years. Since the introduction on the Zone 12 parking, it has been disastrous and parking at night has become a nightmare. On at least 4 nights out of 7 we have to park way down Inkerman or other side streets with a decent walk back home. We know that the net parking has been increased as this is always mentioned in the data, but the immediate parking has drastically reduced. To add to that, the parking is poorly monitored with many cars with no permits parked all night. We used to be able to call an after hour's service to report parking but this seems to not exist anymore. We can't imagine what it would be like to even lose a few parking spots.</p> <p>As for plans A &amp; B with losing parking in Inkerman St, then plan B is the preferred, but at this stage we cannot even imagine what it would be like to lose even a few parking spots. All the other points are great and important for the community and appearance of the streetscape, but for us, the parking is the biggest issue especially as most of the small period homes in the area don't have off street parking as in STREET NAME REDACTED where no one has off street parking.</p>
<p>What about option C - keep everything as is?</p> <p>I like painting the bike lane green so it is more obvious but I do not support any option that removed car spaces. Car parking is already tight for visitors and this will exacerbate the situation especially with increased housing density. Council should keep the existing infrastructure and stop spending our money to reduce car parking</p>
What an improvement. Inkerman Street is hard to navigate - bad condition and very unsafe. Make green - make smooth surface. Make it better for people and bikes. Such a busy street
What is the purpose of having a partial bike path along Inkerman St. It's a main rd for cars - Alma rd is more suitable.
When driving, Option A also provides for a safer turn onto Inkerman Street from my street (Linton Street). It is currently very dangerous and hard to turn as vision is blocked by parked cars. Option A resolves this issue.
When given a choice between option A or B a person may think there is no other option. This potentially misleads respondents who want things to remain as they are.
When I shop on Inkerman St (eg. Aldi) I often take a car as I cannot carry much on my bike. So keeping parking options for shopping is important.
Where is the traffic going? Where does it divert to? From Hotham St there are too many crossings, too interconnected - cars can just pull out at any time. Lots of one way streets. Not optimal riding conditions - sun in your face as a cyclist in the morning and evening

<p>While I understand some residents may want to ensure they can easily park nearby their property, I think it's more important to ensure all can walk, ride and drive safely. I ride quite often and almost got hit by drivers (a few times). Greenery (native plants) is another big one for me, as our cities as becoming hotter and need to adapt to climate change, we need to find way to bring more trees and plants on our streets. This would make us more resilient as a city and as a society. It would make our local areas more liveable and enjoyable.</p> <p>Please go with Option A. Thank you kindly,</p>
<p>while it was not recorded, i was doored on this street resulting in injury. i commute most daily by bicycle often taking this route as the better of all options however the disregard of car users and parkers have made this increasingly dangerous</p>
<p>Whilst I like the idea of fully protected bike lanes, I'm unsure whether there will be support for it given the loss of car parking required to facilitate the upgrade. Would have been good to see the impacts to parking for an Option C where there are raised shared paths without planting on the footpath, similar to Beaconsfield Parade.</p>
<p>Whilst I think option A provides a really great upgrade in many ways, I am concerned about the removal of parking. Specifically the displacement of over 100 spaces could create more congestion in side streets as people search for parking, making them less safe. I'm also concerned about small businesses who may be impacted by reduced parking/access.</p>
<p>Whilst the proposed bike options help in beautifying Inkerman st, they are impractical to current road users. They will contest traffic and cause confusion amongst road users. The council has absolutely butchered the roads within our local municipality in recent months. For example, marine parade st Kilda, Westbury st, st Kilda east. The creation of those additional bike lanes did not encourage alternative transport and was an absolute waste of time and money. Similarly this project will have the same result.</p>
<p>Why are rates being spent on another bike lane option after the last absolute disaster, wasted millions of dollars . Bike riders don't pay registration and whilst I enjoy riding my bike there are already many options. At this time when cost of living is killing people this is not a priority I'm appalled at this project</p>
<p>Why change the roads The council spent all this money on Westbury st a while ago, adding idiotic bike lanes which made it much more dangerous for all road users It's interesting how no one patrols cyclists using mobile phones and not wearing helmets and having lights on thier bikes . The amount of delivery drivers doing stupid things on the roads is just incredible . Surely this needs to be addressed . Why is there never any mention of education campaigns for cyclist . That would be money well spent instead of constantly reducing speed limits and creating bike lanes.</p>
<p>Why did they choose these options? What's the aim at the end of this road? Because it's not optimal to cycle, it's impossible to cross at the BP intersection.</p>

Why is Council trying to remove access to businesses.. this proposal is nuts, untenable and dysfunctional.
Why is there no option C as i feel removal of parking bays will be an issue for all residents and businesses ,also how would people with a disability manage with removal of car spaces
Why not have an in person session at a time when people who work can attend.
with a focus on climate change, I believe it is important to increase the use of non car-based ways of getting around. I believe that option A will both encourage an increased use of walking and cycling as well as encouraging those who use cars to consider other possible options for accessing the area.
With all the extensive deveopments in the area, traffic congestion and parkung in the siden streets is a major issue for residents and businesses. A big problem is that pedestrians, bike and scooter riders do not obey road rules and are not visible in dim light eg bikes with no lights when my dog and I walk at dusk or just before full sunrise or we're driving to an off leash park. This is a major issues for drivers as well.
With option A it would be very hard for residents to find a car park, if you are removing that many car parks you would need to add new car spaces in the surrounding area which you are not doing.  A member of our household is a JOB REDACTED and it's important that they are able to park near our home when they are working unsociable hours.
Would just LOVE to see Option A in the near future! Thank you for your efforts! :)
Would LOVE to see these changes continuing - to make cycling safer in St Kilda and get bike lanes away/separated from parked cars and getting car doored. I understand that the loudest voices will likely be people who drive around the area and want the parking however as a city we have to move towards greener transport (biking/PTV) and hence to improve these we have to lose car parking - with the added benefits of lots of trees and making the street much more beautiful and welcoming and eco friendly! You can still park on surrounding streets so why not make all the main streets greener and biker/walked friendly!
Wow
Yes Option B will lose car parking spaces, but this 'lost' car space is being put towards better use which will make it practical for more people to trade in their car for a bike or scooter, so less car space is needed. More bikes and scooters is good for local traders because there will be a higher flow of bike and scooter traffic who can easily make a stop in to their business.
Yes the changes are wasted money. Take away the trees or middle if road built up stuff as would make it easier fir cars to keep safe distance from bikes. If less parking say bye bye to shops. Both options are STUPUD.

<p>Yes, for page 6 there should have been another option, which is none of the above. You have created a forced choice between option A and option B, where I suspect most local residents want no changes. Also, the options in the ordering exercise were largely inapplicable and of little interest to me or most locals. This is a project that does not need to go ahead. There were 33 incidents in 5 years, that is only approximately 6 per year. How many uses have of Inkerman street have there been in the same time period for pedestrians cyclists and drivers? I suspect millions. 33 incidents as a percentage is so negligible that we shouldn't be wasting our time discussing this issue. You are never going to get to zero incidents, it is just not possible. Spent resources on things that are useful and necessary, not this.</p>
<p>Yes. 1. Having counted carefully, there are very few bike riders on Inkerman. 2. Requiring bike registration to identify and track rider behaviour is a better option. 3. Requiring helmets - and Council policing this - would increase safety as many riders do not wear helmets. 4. Many "riders" are food delivery riders who are dangerous drivers who take stupid risks. They often use electric bikes yet drive on the walkways and pedestrian crossings. If Council did spot audits/policed this behaviour that would increase safety</p>
<p>Yes. This is the most biased survey I have ever seen. You gave 5 statements to support option A, but only one for B. The questions about 'more likely to walk, catch public transport, cycle' are also extremely biased. There is no mention of impact on small businesses on Inkerman or residents who live on Inkerman. It is clear the council have already made their decision and have no interest in actually seeking the opinion of those it effects. This will be another disaster, like the hideous mural in Carlisle St that distressed all residents. Yet another PR blunder for City of Port Phillip, in the news again for a nonsensical move. There is already a bike lane on Inkerman. As a rate-payer, I would like my money put to better use.</p>
<p>YES. I DO NOT LIKE ANY OPTION. YOU SURVEY MAKES PEOPLE CHOOSE BETWEEN INAPPROPRIATE OPTIONS. DO NOT CREATE A SOLUTION TO A PROBLEM TGAT DOES NIT EXIST. IF YOU REALLY WANT NEIGHBOURHOOD FEEDBACK, YOU WOULD HAVE PROVIDED OPTIONS IF PEOPKE DO NOT WANT ANY CHANGES</p>
<p>Yes. I'm disabled and I live at [address redacted] where a) many of us are disabled b) we rely on car parking for carers to pick us up and take us to appointments c) we need car parking for visitors to connect us to the outside world</p> <p>I think it's very sneaky of you to gear this survey towards option A and to also make option B look more inviting with graphic people enjoying the neighbourhood. You could have done the same with option a just as easily.</p> <p>I'm a [redacted] and it's clear as mud what you've done. Shame on you.</p>
<p>Yes. Parking should be available for the many businesses on Inkerman Street</p>
<p>You are putting residents of Inkerman St in a dangerous position where they need to cross Inkerman St with small children to get to their homes with school bags, shopping, pets, elderly. This is not thinking about the rate payers, you are pandering to a minority and risking the safety of children and elderly.</p>
<p>You are trying to do too much with too little space given Inkerman St is not a wide road. Bicycle lanes give a false sense of security and can increase risk to pedestrians and</p>

cyclists. I am in favour of cycling but unless there is space for a fully segregated cycle path this will not be an improvement.
<p>You are trying to rig a biased outcome. You have presented only Option A or B, and neglected to present Option C which is NEITHER A or B. This plan of reduced parking does nothing for residents other than make parking and living in the area worse and more unsafe. People are already crawling the streets looking for parks, doing U turns into oncoming traffic to secure one of these rare commodities. Removing them will worsen safety and increase accidents, quite the opposite to what you presented. No one in the area wants to walk in the dark, or rain after work for 500 meters to their homes because you have removed close to home parking. This also raises safety concerns for younger women and children.</p> <p>The underhandedness of this campaign is most telling by the fact that you did not even notify owners of the properties affected. How is it that you can send me as my rates bill as soon as its due to my address where I live, but are unable to notify me of significant infrastructure changes to a place I own and rent out in your council district? This can and will be challenged in a court of law as you have not delivered on your basic duties of community consultation and transparency. Do not forget that we the community pay your wages and we elect you. If you try to progress your own agenda such as this, we will remove you and shame you. I disagree with your conduct, process and approach for this proposal, and you need to address the inadequacies and flaws by following proper due process and consultation, and not driving your agenda in an underhanded and non-inclusive way through deception and forcing a choice that does not represent all sentiments of the affected community.</p>
You dont provide an option for NOT selecting either of the two proposed changes. I dont see the need for either of those
<p>You have not adequately consulted with business owners and residents who would be significantly affected by any changes.</p> <p>You should make decisions for your ratepayers, and not due to pressure from individuals who don't live in the area.</p> <p>The current cycling path is adequate and should not be changed.</p> <p>Option A will decimate small businesses like mine.</p> <p>Should the council opt for option A, small businesses will take legal action due to the significant detrimental impact such a farcical decision will have.</p>
<p>You have spent millions on this moronic plan.</p> <p>The residents of Inkerman St do not want additional bike lanes or loss of parking spaces to accommodate bike lanes. Why won't you actually listen to the residents?</p>
You never consider the full impact on residents when changes are proposed. What about considering parking strategies for surrounding streets that prioritise residents of those streets that will be impacted by Inkerman St changes?
Your plan for a bicycle lane will not make the roads safer.

<p>Your question of choosing an option does not have an alternative to choose NO to either option. This will lead to misleading figures where the council can say a certain percentage chose option B when in fact they would prefer the scheme to be scrapped entirely like Glen Eira had the sense to do. There is other misleading information in your data. you give figures on the past accident rate but do not mention that the majority of these incidents occurred at INTERSECTIONS. No scheme you are promoting would change this problem. I am writing a more detailed letter to all councillors regarding the inconvenience this will cause to Ratepayers and local business. I do not know one single owner or resident that does not want this scheme abolished. The consultation process has been dubious also. The pop up events are all but one within normal working hours where the majority of people would be unable to attend.</p>
<p>Your survey only gave me two options, I was not happy with either option. Why did your survey force me to choose one when I did not want it?</p>
<p><b>What's your connection to Inkerman Street? - Other</b></p>
<p>ALOT OF FAMILY LIVES ON INKERMEN STREET</p>
<p>Am a visitor with Urban Design background</p>
<p>As I'm ageing, public transport and walking long distances for shopping is becoming difficult. I rely on my car for my Independence. I also would love to see my local shopping strips thrive and survive as our businesses are the glue that keep our community together. It's time Council realise this and respect the people that provide us with goods and services.</p>
<p>Commute by bike on Inkerman</p>
<p>Cycle in Port Phillip area sometimes</p>
<p>Family members live on inkerman</p>
<p>have friends with shops</p>
<p>I am a local property owner</p>
<p>I am a local who both drives and cycles in the area</p>
<p>I am a part owner of [REDACTED number] Inkerman Street and so contribute to the Rates. I am intending to share the address with [REDACTED] who lives there.</p>
<p>I am a resident of CoPP and this is my money</p>
<p>I am a supporter of improved infrastructure for cycling.</p>
<p>I am an interested resident of the City of Port Phillip</p>
<p>I bike ride along Inkerman Street</p>
<p>I cross Inkerman Street regularly to access Alma Park</p>
<p>I cycle along Inkerman St</p>
<p>I cycle along Inkerman Street regularly.</p>
<p>I cycle on Inkerman Rd/St to get to St Kilda</p>



I cycle on Inkerman Street
I cycle on Inkerman street regularly
I cycle to work along Inkerman Street
I drive on it to get to St Kilda Rd and South Melbourne
I frequently cross Inkerman St on foot to access Alma Park and Chapel St Windsor / Prahran
I frequently ride along inkerman st
I have an investment property in the area
I have carers who park along Inkerman st
I have friends who live run a business on Inkerman Street
I live close by but not adjoining Inkerman street
I live in Albert park
I live in the nearby area and cycle down Inkerman St a lot
I live on the council area and use this street
I own a house on Inkerman Street
I park on Inkerman Street
I park on Inkerman Street when I am unable to find a suitable park in my street
I park on Inkerman street when my street has no parking available
I play basketball at a facility on inkerman street many times a week
I ride a bike along Inkerman Street
I ride my bike along Inkerman st to get to work
I ride my bike regularly along Inkerman St
I run a business in Carlisle Street
I run a business near Inkerman St
I run a business next to Inkerman Street
I run a business on Hotham St around the corner from Inkerman, with carpark access from Chusan St off Inkerman
I run a business on Westbury which is close to Inkerman Street
I shop at Aldi on Inkerman Street
I travel along Inkerman to events at the St Kilda Library and Town Hall because its less busy than Carlisle St. I have ridden my bicycle to job interviews at St Kilda Town Hall
I travel to shops, services and workplaces via Inkerman Street

I use Inkerman St to access other streets.
volunteer at a charity and deliver food to the flats on inkerman
I visit religious institutions in the area
I volunteer on Inkerman St
I walk and drive to friends who kive locally by crossing Inkerman st. I live in [REDACTED] St,
I walk and run and drive on Inkerman St
I walk my dog along Inkerman St and take my elderly parents who also live nearby to the Inkerman St shops
I walk the dog along Inkerman St each day
I walk the dog.
I work around the area
I work near inkerman Street
I work nearby
I would visit from city of melbourne
Live off Acland St
Local resident of St Kilda.
Park on Inkerman Street to play sport
Property owner at Camden st
Property owner on inkerman street
Resident of Port Phillip who travels locally primarily on foot.
Ride a bicycle along or crossing Inkerman Street
ride along Inkerman St
ride my bike
Run a business off inkerman
Run a business on St Kilda Rd
Use the pcyc gym regularly
walk along Inkerman St to work in St Kilda St
Walk and cycle on Inkerman Street
WORK OFF INKERMEN
<b>How do you currently travel along Inkerman Street? - Other</b>
Carpool with friends

Don't use it regularly at present
Drive
Drive if I have to
Drive my car
Have taken the community bus when timetabled to/from PCYC
I am driven by car or taxi
I would ride my bike
I've never seen a bus on Inkerman st??
Othe people give me a ride
Passenger in car.
Public transport
Public transport such as tram
Scooter
Scooter
Taxi
taxi
Taxi/Uber
Tram from Carlisle Street
use a car
Use wheelchair and/or mobility scooter
Walk my dog
As a passenger driven by family member or daylink.



**10.2** **DRAFT DOG OFF-LEASH GUIDELINE FOR PUBLIC CONSULTATION**

**EXECUTIVE MEMBER:** **TARNYA MCKENZIE, INTERIM GENERAL MANAGER, COMMUNITY WELLBEING AND INCLUSION**

**PREPARED BY:** **CLAIRE ULCOQ, OPEN SPACE PLANNER**  
**DANA PRITCHARD, MANAGER OPEN SPACE RECREATION AND COMMUNITY RESILIENCE**

**1. PURPOSE**

- 1.1 To consider release of the draft Dog Off-Leash Guideline for community consultation.

**2. EXECUTIVE SUMMARY**

- 2.1 Council is developing a Dog Off-Leash Guideline (the draft Guideline) to create a framework for dog off-leash areas (DOLAs) within the municipality.
- 2.2 The draft Guideline is being developed in response to increasing community requests (for and against) and in response to a resulting action in the *Places for People: Public Space Strategy 2022 – 2032* (PSS) and the *Domestic Animal Management Plan 2022 – 25* (DAMP).
- 2.3 The draft Guideline provides clear principles for how Council will make provision for dogs to be off-leash in public open spaces, while ensuring that everyone feels welcome in these spaces.
- 2.4 The draft Guideline recommends that:
- Current restrictions remain in place (including distance from playgrounds and sports grounds in use)
  - Dogs now also be prohibited at all times, both on or off-leash, from entering specialised sports fields (those sporting reserves that include synthetic pitches or premier level grass playing surfaces)
  - Council considers providing a number of dog free public open spaces across the City.
- 2.5 The draft Guideline outlines what Council will consider when making a decision about a DOLA, including a demand analysis, site analysis and site assessment.
- 2.6 Extensive engagement has been undertaken through the development of the draft Guideline, including a deliberative panel who developed the five (5) key principles which underpin the draft Guideline.
- 2.7 The draft Guideline is being presented to Council prior to Stage 3 of the community engagement commencing on Monday 25 March 2024 and ending on Sunday 28 April 2024.

**3. RECOMMENDATION**

# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



That Council:

- 3.1 Releases the draft Dog Off-Leash Guideline for community consultation.
- 3.2 Authorises the CEO, or their delegate, to make amendments to the draft Dog Off-Leash Guideline to reflect any changes through this resolution and to make minor editorial adjustments to prepare the document for consultation.

#### 4. KEY POINTS/ISSUES

##### Context

- 4.1 There is limited public space within the municipality and increasing dog ownership, and visitation, with over 8,000 dogs registered in the City of Port Phillip. This is creating increasing tensions between dog and non-dog spaces.
- 4.2 There are regular requests to Council regarding dogs, including requests for both more and less DOLAs, requests for more fenced dog off-leash areas, concerns about dog owner control/compliance and impacts of dogs on sports grounds and residential amenity.
- 4.3 Many of these requests/concerns were raised through the development of Council's PSS and DAMP.
- 4.4 In response, an action was included in the PSS to '*investigate opportunities for new dog off-leash areas and review permitted times in all existing public open spaces including beaches*' and in the DAMP to '*develop criteria for dog off-leash parks and investigate opportunities for new dog off-leash areas using these*'.
- 4.5 Council are therefore developing the draft Guideline which will:
  - Outline Council's position on the provision, distribution, design and management of DOLAs across the municipality
  - Inform options for our current DOLAs and any required changes, such as changes to time restrictions
  - Inform new locations and the suitability of existing locations for DOLAs
  - Guide the future of all our dog off-leash restrictions across public open space, including parks, beaches and sports fields
  - Provide Council officers with an evidence-based process for assessing community requests and petitions in relation to DOLAs.
- 4.6 To inform the draft Guideline, a three-phase community engagement process has been adopted, which included a deliberative community panel to help shape the development of the key principles which underpin the draft Guideline. This is further discussed in section 5 of this report.

##### Existing dog off-leash areas

- 4.7 Many of our public open spaces and beaches across the City of Port Phillip provide space for dogs to be off leash. This includes:
  - 15 different beach zones with varying dog off-leash conditions
  - 16 public open spaces across the municipality that are designated for dog off-leash areas (including two in Albert Park Reserve, managed by Parks Victoria)
  - 2 fenced dog off-leash areas including Eastern Reserve North in South Melbourne and MO Moran Reserve in St Kilda



- There are also several off-leash areas bordering the municipality including the Kings Way fenced dog park, Fawkner Park and Elsternwick Park.

4.8 A full list and maps of our DOLAs is on our [website](#).

### **What we heard during phase 1 and 2 community engagement**

4.9 During phase 1 and 2 of community engagement we heard that:

- There is a diversity of views across our community about where dogs should be permitted to be on and off-leash
- The varied timed restrictions across our beaches during the warmer months is confusing, and that people want more off-leash beaches and also beaches where dogs are prohibited
- Both dog and non-dog owners are both supportive and not supportive of fenced DOLAs
- People would like separate areas for small and large dogs
- The community would like dog agility equipment and dog waste bags to be provided
- The guidelines will not work unless there is greater enforcement across the municipality.
- Our communication in our public open spaces and on our website about the rules and responsibilities is not clear
- DOLAs work well when:
  - They are large open areas
  - There is access to water, shade and sensory experiences for dogs
  - There are opportunities for dogs and owners to socialise
  - Owners are responsible for their dog's behaviour
  - Separation is provided between different user groups
- DOLAs do not work well when:
  - There is a lack of bins, water or shade
  - There is not separation between user groups
  - Small and large dogs are together in a confined area
  - Dog owners do not have effective control over their dogs
  - Dog owners not picking up dog poo or not using bags.

### **How we are responding to what we heard**

4.10 In response to what we heard during phase 1 and 2 of the community engagement process, we have developed the draft Guideline. The key recommendations of the draft Guideline to note include:

#### *Changes to restrictions for sports fields*

- Sports fields are ideal spaces to be used as DOLAs due to their size, however the primary use of these spaces is for organised sport. This means that priority is provided for sport, and they need to be maintained to ensure they are fit for purpose, in line with sporting association requirements.



- The draft Guideline recommend that dogs are prohibited from entering our specialised sports fields (those sports fields that include synthetic pitches or premier level grass playing surfaces) at all times.
- Subject to community consultation, Council is proposing for dogs to be prohibited from North Port Oval in Port Melbourne, SS Anderson (Pitch 1) and, once complete, the Community Synthetic Ground (Pitch 3) in JL Murphy Reserve in Port Melbourne.
- Other sports grounds that are currently DOLAs will continue to remain accessible outside sports usage, which is in line with the Local Law (only to those times when training or competition sport is not being played).

### *Dog free spaces*

- During phase 1 and 2 of the community engagement process we heard from some of our community that they would like access to a dog-free public open space.
- Under the Local Law, dogs are not currently permitted in some areas, including Perce White Reserve in Port Melbourne, part of West Beach in St Kilda, and Frank and Mary Crean Reserve in Middle Park.
- Subject to community consultation, Council will look to designate more public open spaces across our network as dog-free. This would mean that dogs would not be permitted in some areas, both on and off-leash.
- Council will test these ideas with the community during consultation, having consideration of:
  - The size of the public open space
  - Proximity to other public open spaces and DOLAs
  - The existing restrictions under the Local Law (e.g. dogs are not permitted within 5 metres of a playground, public barbecue or exercise equipment which means some of our small public open spaces may not be suitable for dogs).

### *Changes to beach restrictions*

- Further work is required to determine whether the timed restrictions across our beaches can be made consistent and whether there is an option for one beach where dogs are prohibited all year round.
- The initial challenges of this work include beach cleaning and allowing dog owners to walk their dogs between beaches if there was a dog free beach.

### *Assessment process and criteria*

- The draft Guideline includes a process for Council to follow when making decisions about a DOLA, including:
  - Demand analysis to determine the need for a DOLA, which will include looking at the principles, availability of open space and existing DOLAs, accessibility, population growth, infrastructure requirements and potential impacts/benefits.
  - Site analysis to determine the appropriateness of a site, including making sure that a DOLA has easy access, good visibility, vegetation and shade, good drainage, room for dogs to run, appropriate buffers to surrounding uses and residences and the ability to support shared uses.
  - Site assessment against criteria to mitigate any impacts associated with size, environment, heritage and culture and noise.

### *Fenced dog spaces*



- Further work will be undertaken prior to adoption on assessments of current fenced areas and potential new fenced dog parks. This will be considered during adoption of the DOLG

## 5. CONSULTATION AND STAKEHOLDERS

### Community engagement process

5.1 The community engagement approach for the development of the draft Guideline has been undertaken in three phases:

5.1.1 Phase 1 (November 2022 – February 2023):

- The purpose of this phase of engagement was to test our understanding of the key issues of shared open spaces around the municipality.
- This phase of community engagement included interviews/focused conversations, pop-ups, intercept surveys, workshops, online survey, and other online engagement activities. Over 2,600 responses were received during phase 1.
- A full and summary report are available on Council's [Have Your Say page](#).

5.1.2 Phase 2 (May – October 2023):

- The purpose of this phase of engagement was to develop the key principles underpinning the draft Policy and Guideline with a community deliberative panel made up of 33 community members.
- The community deliberative panel met four times over June and July 2023 to discuss and share ideas based on a wide selection of information, including research, results of broader engagement program, as well as presentations from Council officers and a subject matter expert.
- The deliberative engagement panel developed the key principles which underpin the draft Guideline.

5.1.3 Phase 3 (March – April 2024):

- The purpose of this phase of engagement is to seek feedback from the community on the draft Guideline.
- This phase will include:
  - A survey on Have Your Say
  - The opportunity for direct submissions via email
  - Social media updates
  - A face-to-face session with the community deliberative panel.

## 6. LEGAL AND RISK IMPLICATIONS

- 6.1 There are no identified legal implications associated with the draft Guideline as the *Order No. 4 of Port Phillip City Council* enforces the legal requirements of effective dog control and owner obligations in designated areas.
- 6.2 The Guideline will help reduce risks associated with conflicting users in public open spaces, soil contamination and environmentally sensitive areas, heritage protection and amenity impacts including noise.
- 6.3 Any changes to DOLAs resulting from the adopted Guideline may require changes to the local law and will follow the formal process.





### 7. FINANCIAL IMPACT

- 7.1 The Guideline aims to ensure that Council's expenditure in DOLAs is financially sustainable, in consideration of the cost-benefits associated with investing in these areas.
- 7.2 Implementing the Guideline should reduce the staff resources required to respond to community requests and petitions for DOLAs.
- 7.3 The intent of the Guideline is to ensure Council assesses the cost-benefits associated with investing in environments used by owners and their dogs.

### 8. ENVIRONMENTAL IMPACT

- 8.1 The Guideline will ensure that areas of environmental significance are not impacted by DOLAs.
- 8.2 It is intended that the Guideline will provide clear buffers and Guideline on the exclusion of and/or management of environmentally sensitive areas in DOLAs.

### 9. COMMUNITY IMPACT

- 9.1 The Guideline will provide Council with a clear and concise position on dogs exercising off-leash, including how we provide for and manage DOLAs.
- 9.2 This project has been informed by an extensive three phase community engagement process, including a community deliberative panel consisting of 33 community members, to ensure that the diversity of opinions in our municipality were heard.

### 10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 The development of the draft Guideline aligns with the Liveable Port Phillip Strategic Direction in the *Council Plan 2021 – 31*. The PSS is a core strategy under this Strategic Direction, and the development of the draft Guideline is a short-term priority action under the PSS.

### 11. IMPLEMENTATION STRATEGY

#### 11.1 TIMELINE

- In the event that Council resolves to release the draft Guideline for community consultation, the following will occur:

20 March 2024	Draft Guideline presented to Council to consider release for community consultation
25 March 2024 – 28 April 2024	Community consultation on the draft Guideline
May – June 2024	Consideration of submissions on the draft Guideline
3 July 2024	Updated Guideline presented at the Ordinary Meeting of Council for adoption
July 2024 onwards	Commence implementation of the Guideline

#### 11.2 COMMUNICATION

# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



- Release of the draft Guideline will be promoted on Council's website, Have Your Say page and through social media.

### 11.3 NEXT STEPS

- Implementation of the Guideline will occur in 2024/25 financial year and will include any changes to the designation of areas under the Local Law, improvements to signage and any other actions identified through engagement and adoption process.

## 12. OFFICER MATERIAL OR GENERAL INTEREST

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

### ATTACHMENTS 1. Draft Dog Off Leash Guidelines

# Draft Dog Off Leash Guidelines

City of Port Phillip

March 2024



## Purpose

This guideline provides clear principles for how the City of Port Phillip will make provision for dogs to be off-leash in public open spaces, while ensuring everyone, no matter their age, gender, ability or background, feels welcome in these spaces.

## Background

Our public open spaces are designed with all people and their needs in mind. Everyone, no matter their age, gender, ability or background, should feel welcome in our public spaces. Our spaces host a variety of uses including active, informal and passive recreation for everyone to enjoy. Many of our public spaces and beaches provide space for dogs to be off-leash to exercise and socialise with other dogs.

With limited opportunities to provide new public space and increasing demand for usage, Council needs to ensure that our public spaces are designed and managed to be shared for multiple uses and user groups. Council needs to balance the views of the community to provide a mix of dog on and off-leash areas, as well as some public spaces that are dog free.



## Scope

This guideline provides direction on the future of dog off-leash areas (DOLAs) in our City. It provides guidance on the:



Planning, design and management of DOLAs including unfenced, partially fenced and fully fenced.



Areas from which dogs may be excluded, including daytime or seasonal restrictions.



Type and level of provision that Council will consider at off-leash areas in line with the planning of other open space assets.



Process to assess the suitability of existing and planned future DOLAs within the municipality.

## Guiding Principles

The following principles guide how Council makes decisions on the location of DOLAs in the municipality.

### Principle 1. Shared Responsibility

Education communication programs and enforcement will be used to promote accountability and respect between all users of dog off-leash areas.



To ensure that dog owners in the City understand and comply with dog control regulations relating to:

- Leashing of dogs.
- Preventing dogs making unwanted approaches to other dogs and people.
- 'Effective control' of dogs in line with State Government and Council dog control legislation.
- Collection of dog litter.



Education programs will look to educate members of the community who do not usually interact with dogs to improve their understanding and safety.



Council will investigate and implement strategies that are recognised to be effective in achieving compliance with dog control regulations, and respect between all users of public open space.



Enforcement will be part of Council's approach to non-compliance with dog regulations.





## Principle 2. Safe

“ The safety of people and dogs will be prioritised when planning, designing, and managing dog off-leash areas. ”



Council has a responsibility to balance the needs all users of public open space.



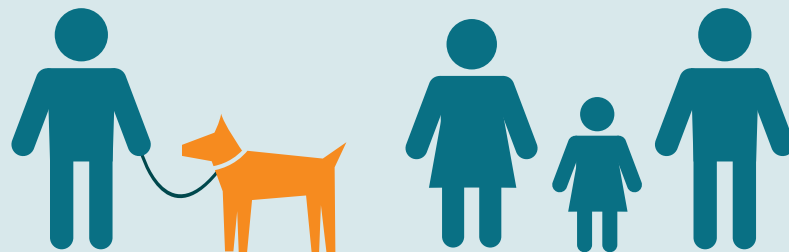
All people have a right to be and feel safe in our public open spaces.



Council will consider criteria relating to the safety of dogs and people when reviewing the suitability of sites as DOLAs.



Owners are responsible for the physical wellbeing of their dog and for ensuring their dog remains under 'effective control' and is following all regulations.



## Principle 3. Diverse

“ A range of experiences will be provided for our dog community through our network of diverse public spaces. ”



To recognise that dogs can access a diverse range of environments in the City on-leash, including footpaths and foreshore promenade.



A variety of off-leash environments across the City will offer different experiences for dogs, including areas for owners with restricted or limited mobility.

## Principle 4. Quality

“ Dog off-leash areas will consider all users of the space, providing spaces for dogs which are well designed, well managed and fit for purpose and ensuring grounds with other primary uses are not impacted by dog usage. ”



Good dog parks should be good parks for everyone.



Some sites, including sports grounds and playgrounds, have other primary uses and dog usage of these areas will be restricted to ensure the site quality remains safe and fit for usage.



When reviewing DOLAs, Council will look to better utilise and engage with spaces currently in use.



Designing new or upgrades to, DOLAs will consider a variety of experiences.



## Principle 5. Environment and Heritage

“ Dog off-leash areas cannot impact on areas of historical value and environmental significance. ”



Some environments have a primary role to protect and enhance flora, fauna habitat and/or heritage values which makes them incompatible with dogs and dog related infrastructure.



Daily and/or seasonal restrictions will apply to some off-leash areas to balance the needs of different users of open space (this will particularly apply to foreshore areas and sporting grounds).



There are some areas in the City where it is not be possible to provide the desired type and level of off-leash provision for owners and their dog.

## Dog on and off-leash areas in the City

On and off-leash areas are designated by Council under the Local Law. In these designated areas, dogs may be off-leash and owners are responsible for:



keeping their dogs under effective voice and/or hand control and within constant sight



ensuring they are capable of promptly bringing the dog under effective control



ensuring that their dog/s do not worry or threaten any person or animal, or attack or bite any person or animal



removing and dispose of all faeces deposited by their dogs in public space



being considerate of other users of the site



keeping dogs within the designated boundaries of the DOLA



returning their dog to a lead outside of the DOLA



abiding by all relevant regulations and Local Laws.

Council's designated DOLAs can be found on Council's website – <https://www.portphillip.vic.gov.au/explore-the-city/beaches-parks-and-playgrounds/dog-parks-and-beaches>





# FAQs

## Where can my dog be off-leash at any time during the day?

There are a number of DOLAs that are shared-use areas where owners can let their dogs off the leash 24 hours a day. There are no time or seasonal restrictions associated with the use of these spaces.

These spaces allow any number of different uses and users at the same time, including owners and their dogs, and are not fully fenced. Partial fencing or buffer landscaping may be incorporated to create separation between different areas in the parkland and minimise dogs being attracted to activity and environments outside the designated off-leash area.

## Which beaches can I take my dog to?

The Foreshore is highly valued for use as a DOLA as the beaches provide an opportunity for dogs to access water and provide large spaces for dogs to run. During the warmer months of the year our beaches experience a high level of demand by residents and visitors to the City. This means access for dogs is reduced during these times to minimise conflict and maximise safety and enjoyment. During these months dog owners can still access most beaches during the off-peak times of the day and evening. For the most up to date restrictions, visit Council's website [https://www.portphillip.vic.gov.au/media/tvjmg5n/2020-copp\\_dog-off-leash-map\\_beach\\_1120.pdf](https://www.portphillip.vic.gov.au/media/tvjmg5n/2020-copp_dog-off-leash-map_beach_1120.pdf)

## Which sports fields can I exercise my dog on?

Sports fields are popular spaces to be used as DOLAs due to their size, however the primary use of these spaces is for organised sport. This means that priority is provided for sport and the sites need to be maintained to ensure they are fit for purpose, in line with sporting association requirements.

Council's Local Law restricts access for dogs on all sports fields to those times when training or competition sport is not being played. During a sporting event or training session, dogs must be on-lead within 20 metres to minimise disruption to participants.

Additionally, dogs are prohibited at all times, both on or off-leash, from entering specialised sports fields (those sporting reserves that include synthetic pitches or premier level grass playing surfaces).

### Will Council provide more fenced dog off-leash areas?

Fenced DOLAs are fully fenced and provide safe experiences for dogs through both landscape and infrastructure inclusions. These areas are optimised to provide for the expected type and level of use and have the capacity to cater for significant numbers of dogs especially at peak times, which include outside of business hours and on weekends.

Fully fencing a DOLA will only be considered when there are risk management issues (i.e., proximity to a road or commuter cycle path) or environmental protection issues.

Fenced DOLAs in the City of Port Phillip are for dogs of all sizes. Council will not provide separate areas based on dog size.

### Where is my closest fully fenced dog off-leash area?

There are two fenced dog off-leash areas in the City at Eastern Reserve North in South Melbourne and MO Moran Reserve in St Kilda.

### Is there anywhere that I can go that is a dog-free zone?

Under the Local Law, dogs are prohibited, both on and off-leash, from:

- Areas within five metres of any children's playground, public barbecue or exercise equipment areas
- Any ground, playing surface or training space whilst an organised sporting event or training is taking place (and must be on lead within 20 metres of these spaces)
- Frank and Mary Crean Reserve in Middle Park
- The environmentally sensitive areas of Perce White Reserve and the sand dune area on West Beach in St Kilda.

We are also considering providing a number of dog free public open spaces across the City, subject to community consultation feedback.

What will Council consider when making decisions about a DOLA?

## 1.

Demand analysis – The first step is to undertake a demand analysis to determine the need for a DOLA. This will include looking at the:

- Principles
- Availability of public open space and existing DOLAs
- Accessibility
- Population growth
- Infrastructure requirements
- Potential impacts/benefits, including any alternate locations.

## 2.

Site analysis – The second step is to undertake an analysis of the appropriateness of the site as an existing or proposed DOLA. This will include making sure that a DOLA has:

- Easy access
- Good visibility
- Vegetation and trees for shade
- Good drainage
- Room for dogs to run and/or areas of interest for dog activity
- Buffers from residential properties, exclusion zones or high risk areas
- The ability to support shared use.

## 3.

Site assessment – The third step is to undertake an evaluation against a range of criteria, which will include:

- Size
- Environment
- Heritage and culture
- Noise.



**10.3 COUNCIL SUBMISSION TO THE VICTORIAN GOVERNMENT'S MONTAGUE PRECINCT IMPLEMENTATION PLAN (FISHERMANS BEND)**

**EXECUTIVE MEMBER: BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND DEVELOPMENT**

**PREPARED BY: GARETH NEVIN, SENIOR PROGRAM MANAGER FISHERMANS BEND**

**PHOEBE HANNA, SENIOR HERITAGE PLANNER**

**1. PURPOSE**

- 1.1 This report provides an overview of the Victorian Government's draft Montague Precinct Implementation Plan (MPIP), which has been released for public consultation. It seeks endorsement of a submission that sets out the City of Port Phillips response to the Draft MPIP, and the further work required for its completion.

**2. EXECUTIVE SUMMARY**

- 2.1 The Victorian Government's Fishermans Bend Framework is the overarching planning strategy that will guide the urban renewal of Fishermans Bend. The strategy was released in 2018 and noted that further work was required for its implementation, including precinct planning and infrastructure planning.
- 2.2 On 1 December 2023, the Victorian Government released the draft Montague Precinct Implementation Plan (MPIP) for public consultation. A copy of the draft MPIP can be found on the Engage Victoria Website linked below. The Draft MPIP is intended to refine and implement the Fishermans Bend Framework vision at the local level.
- <https://engage.vic.gov.au/montague-precinct-implementation-plan>
- 2.3 Officers have prepared a submission in response to the draft MPIP. The submission can be found in **Attachments 1 and 2 (being submission Parts A and B)** and is being presented for Council endorsement. Part A contains the submission summary, and can be read alone, while Part B contains detailed discussion points which explain and reinforce recommendations, and provide further information for consideration by the Victorian Government.
- 2.4 The submission acknowledges and welcomes the Victorian Government's engagement with Council in the development of the MPIP, and recognises several matters of support. The Draft MPIP presents an inspiring and graphically impressive view of what Montague could look like in the future, and a creative approach for its implementation. The Draft MPIP's overall vision for the area is generally supported subject to further development of identified issues and recommendations listed in the submission.
- 2.5 The focus of the submission is on key issues and recommendations that seek to improve the plan's scope, clarity, rigour, and implementation. The plan requires further work to resolve key issues including document aim and structure; infrastructure funding and delivery; direction of the street and laneway network; flooding and water management; planning controls; and public transport integration. The issues have been addressed thematically, providing an actionable level of detail to provide direction for the document's improvement.



### 3. RECOMMENDATION

That Council:

- 3.1 Welcomes the Victorian Government's development of and consultation on the Draft Montague Precinct Implementation Plan.
- 3.2 Endorses the attached submission to the Victorian Government's Draft Montague Precinct Implementation Plan (Attachments 1 and 2).
- 3.3 Authorises the CEO, or their delegate, to write to the Victorian Government, notifying them of the Council Submission and seeking:
  - 3.3.1 Confirmation of Council involvement in any updates to the Montague Precinct Implementation Plan, planning scheme amendment and associated supporting material.
  - 3.3.2 Receipt and review of the planning controls that will form part of a planning scheme amendment that implements the Montague Precinct Implementation Plan.
  - 3.3.3 Receipt and review of the Making Montague supporting material prior to finalisation of the Montague Precinct Implementation Plan for the upcoming planning scheme amendment.
  - 3.3.4 Involvement in aligning the government's infrastructure funding strategy (including development contributions plan) and Montague Precinct Implementation Plan processes and outcomes, noting that Council has made a separate submission to the Planning Scheme Amendment GC224 Fishermans Bend Development Contributions Plan process.
- 3.4 Authorises the CEO, or their delegate, to make minor amendments to the submission that do not materially alter the intent of the submission.

### 4. KEY INFORMATION

#### Background - Fishermans Bend Framework - Implementation

- 4.1 The Fishermans Bend Framework (the Framework) is the overarching long term strategic plan for development of Fishermans Bend towards 2050. The Framework designates five linked precincts – Montague, Lorimer, Sandridge, Wirraway and the Employment Precinct.

Figure 1 identifies the Fishermans Bend precincts, with Montague being at the eastern end abutting South Bank and South Melbourne.



*Figure 1 – Fishermans Bend Precincts (extract from the Framework)*

- 4.2 The Framework was endorsed by the Victorian Government in 2018 with an understanding that further work was required to complete the details of the plan. The Framework includes an action plan that requires amongst other things:
- The preparation of precinct plans for each precinct, to ensure that each area is provided with the right level of fine grain detail for its implementation.
  - The preparation of an infrastructure funding and financing approach for Fisherman's Bend. This is being developed through a process that is separate but in conjunction with the precinct plans.
- 4.3 On 1 December 2023, the Victorian Government released milestone projects, which are separate, but can be read in conjunction:
- Informal Public Consultation on the Montague Precinct Implementation Plan [MPIP] – the focus of this Council Report.
  - Formal Public Consultation for proposed Planning Scheme Amendment GC224 (Fishermans Bend Development Contributions Plan and Open Space Uplift Mechanism) – referred to in this report collectively as the 'DCP'.

#### **Background - Fishermans Bend Framework – Montague Precinct Vision and Context**

- 4.4 The Framework sets a high-level vision for Montague Precinct that is "A diverse and well-connected mixed-use precinct celebrating its significant cultural and built heritage and network of gritty streets and laneways".
- 4.5 Key elements of the Framework plan include:
- The 109 tram line creates two distinct neighbourhoods, Montague North and Montague South.
  - New development in Montague will be centred on the transformation of Normanby Road into an active street that is attractively landscaped, pedestrian friendly and provides a key cycling connection through the precinct.



- New parks will provide opportunities for active recreation, including the enhancement of the existing bike path along the tram line into a green linear parkway.
- All streets will be fronted by well-designed buildings with shops and businesses at ground level and a high-quality pedestrian environment.
- The Southern part of Montague is distinguished by its laneways and heritage buildings, which are highly valued by the local community. To maintain these qualities, the adaptive re-use of heritage buildings is strongly encouraged.
- Buckhurst street will be established as a diverse and family-friendly community.
- Co-working spaces, small creative businesses and studios will contribute to the cultural identity of the area.
- Lower scale buildings along City Road and Boundary Street ensure that the precinct is well-integrated with its neighbours.
- The Ferrars Street Education and Community Precinct will support a range of community activities.
- A secondary community hub is co-located at the Montague Continuing Education Centre.

Figure 2 identifies the Framework's infrastructure plan for Montague, which includes new open spaces, road and laneway connections.



Figure 2: Infrastructure plan for Montague in the Fishermans Bend Framework 2018



- 4.6 Current development and permit activity in Fishermans Bend has created a notable clustering of development activity in Montague, creating urgency for precinct planning and delivery of infrastructure.

**Public Consultation – Draft Montague Precinct Implementation Plan**

- 4.7 The Fishermans' Bend Taskforce released the Draft MPIP for consultation on 1 December 2023. A copy of the draft MPIP can be found on the Engage Victoria Website linked below.

<https://engage.vic.gov.au/montague-precinct-implementation-plan>

- 4.8 The MPIP expands the Fishermans Bend Framework vision, aiming to provide stakeholders with the necessary details to understand how Montague will adapt, transition and change over the next 10 years, setting a path toward the 2050 vision.
- 4.9 The MPIP is structured around 5 key moves:
- Key move 1 - Place Creation and Activation
  - Key move 2 – Destination Laneways and Character
  - Key move 3 – Local Parks and Streets
  - Key move 4 – Activity Centres and Spines
  - Key move 5 – Citywide connections and gateways.
- 4.10 Each Key Move is supported by catalyst initiatives and underpinned by actions to generate positive and sustainable momentum in the precinct. The MPIP contains an implementation plan that collates the various actions within each key move under the themes of planning scheme changes, future work and infrastructure delivery.
- 4.11 The MPIP will ultimately guide the assessment of all planning permit applications and frame future development, infrastructure, land use and investment. The Precinct Implementation Plan needs to provide sufficient detail and direction to enable separate implementation actions by the different stakeholders (Council, State departments and developers) that combined, will deliver on the vision. The MPIP will be reviewed every five years.

**Council submission development**

- 4.12 Council officers have prepared a submission in response to the MPIP's public consultation process. The submission is being presented to Council for endorsement **(Attachments 1 and 2)**.
- 4.13 The purpose of the new submission will be to:
- Welcome the Victorian Government's engagement with Council in the development of the MPIP.
  - Note that Council is broadly supportive of the MPIP, subject to further development of identified issues and recommendations listed in the Council's submission.
  - Set out the list of critical issues and specific recommendations requiring further work for the Victorian Government.





**Council submission – What do we like about the plan?**

4.14 Overall, the MPIP presents an inspiring and graphically impressive view of what Montague could look like in the future. The document:

- Is engaging and introduces creative ideas.
- Recognises and builds on the unique character and location of the Montague Precinct.
- Takes a visionary approach and sets a high bar for the future of the precinct.
- Articulates the challenges and opportunities around achieving the vision.
- Has strong community focused outcomes.
- Focuses on place creation, which has the potential to deliver creative outcomes in partnership.
- Envisions redeveloped wide streets and by creating linear people-centred parks, has the potential to develop a strong urban statement.
- Develops an activity centre, which is critical in making Montague a place of its own, noting the Montague Walk is a good response to the challenges of the precinct.
- Connects the precinct to its surrounds, capitalises on the precinct's enviable location and improves some of the current significant barriers to movement.
- Sets the vision for an urban forest in the streets, open spaces and private realm initiatives and addresses the effects of increased urban heat by increasing tree canopies and combining them with a biodiverse range of understorey plant species.

**Council submission – Outstanding issues and further work**

4.15 Council's support of the MPIP is subject to the list of issues and recommendations in this submission being addressed.

4.16 The following broad issues are of highest concern, as noted in the submission:

- **Document aim and structure** – Given the aspirational nature of the MPIP, the greatest concern is the lack of detail, clarity and rigor. As structured, the MPIP takes the form of a Design Document rather than a Precinct Implementation Plan with clear frameworks and resolved actions. For developers, planners and other stakeholders the failure to separate the 'aspirational' content from the confirmed matters and practical planning and urban design detail may be confusing. Without clear implementation direction there will be conflict between stakeholders at the permit application stage and in the design and construction of infrastructure. The risk is that, following operational handover, these gaps will become Council's responsibility as Council is the public land and assets manager. As such, the document is not fit for purpose and needs to be restructured to focus on and resolve traditional elements – like the movement network, land use, public space provision and built form (complete with formal mapping). The Vision and Background are a preface to these elements, the Key Moves are subsidiary guidelines without implementation mechanisms, and the Catalyst Initiatives are limited.



- **Infrastructure Funding and Delivery** – Implementation of the Fishermans Bend Framework requires an integrated approach to precinct planning, infrastructure funding and financing. Council is concerned with the lack of allocated project funding for local infrastructure upgrades within the Fishermans Bend DCP in Montague, which will undermine the Fishermans Bend Framework and MPIP vision. There does not appear to be a clear plan for how most local streets will be delivered. The Draft MPIP should be updated and realigned alongside the DCP process, identifying what is funded and not-funded, and how the vision will be delivered through both pathways. The issue of unfunded streets and public spaces, and how they will be resolved through other pathways, is core to delivery of the Draft MPIP vision (this issue is covered in more detail through Council's separate DCP submission).
- **Direction for the Street & Laneway Network** – The MPIP is largely focused on streetscape character and the public realm but does not provide necessary details to deliver workable street and laneway designs. As far as practical, the MPIP should resolve the integrated street, laneway and parking functionality and design approach as part of this phase of work rather than as future actions. The plan's recommendations must be informed by appropriate traffic modelling and resolve modal priorities for each street and laneway. Where the modal priorities necessitate changes to the street layout, concept plans should be prepared to ensure outcomes are tested with a level of rigour.
- **Flooding and Water** – Montague has significant flooding, sea level rise, storm surge and drainage issues that span the public and private realm. The MPIP highlights this as an issue, however it is silent on any short or long term changes to address the issue. The MPIP should incorporate an integrated water management approach, including the prioritisation of flood safety and mitigation measures in the MPIP's active frontage and street design guidance and associated planning scheme controls. The proposed concept designs for streets and laneways do not consider or respond to the existing and proposed context of significantly raised ground floor levels across the precinct often required by Melbourne Water. This poses a challenge to the activation of street frontages and laneways if left unresolved.
- **Planning controls, heritage and character** – Council understands that the next stage in the MPIP development process is to develop planning controls and consider approval pathways – however our assessment of the Draft MPIP has been constrained by not having this information. For example, the role of the MPIP in the planning scheme is not clearly defined, which will affect its scope; and several of the ideas presented in the plan are novel in the Victorian planning context raising concerns about how they can be implemented and enforced. Council is supportive of the plan's ideas to protect and reinforce the industrial and commercial character in Montague, but the mechanisms to deliver this need clarification.
- **Public Transport** – The MPIP needs to investigate and communicate how its interventions support active and public transport improvements in Montague to deliver on the Fishermans Bend 80% active and public transport mode share target. Without public transport access improvements, and street design improvements, the sustainable transport goals will be undermined.



4.17 The submission includes a list of specific recommendations to address issues.

**Council Submission – maintaining further involvement in plan development**

4.18 Council collaboration and involvement in finalisation of the MPIP is vital. The submission will request:

- Involvement in any updates to the MPIP, planning scheme amendment and associated supporting material.
- Receipt and review of the planning controls that will form part of a planning scheme amendment that implements the MPIP.
- Receipt and review of the Making Montague supporting material prior to finalisation of the MPIP for the upcoming planning scheme amendment.
- Involvement in aligning the government's DCP and MPIP processes and outcomes, noting that Council has made a separate submission to the Fishermans Bend DCP process.

**5. CONSULTATION AND STAKEHOLDERS**

5.1 The Victorian Government led the development of the Fisherman's Bend Framework:

- The Fishermans Bend Strategic Framework Plan and associated planning scheme amendment was originally released in 2012.
- The Fishermans Bend Recast Vision was released in 2016.
- The Fishermans Bend Framework and associated planning scheme amendment was finalised in 2018.

5.2 The Victorian Government are leading community engagement on the Draft MPIP.

- Precinct Pre-planning engagement process was held in 2019.
- Draft MPIP was released for public consultation in 2023 (1 December 2023 to 23 February 2024).
- The next step in the process will be for the State Government to review submissions, finalise the MPIP and consider approval pathway options – Mid 2024.
- The likely next community consultation process will occur through the formal planning scheme amendment process to implement the Draft MPIP.

**6. LEGAL AND RISK IMPLICATIONS**

6.1 The Victorian Government is leading the development of the MPIP, and its implementation via planning scheme amendment.

6.2 The MPIP will ultimately:

- Update the land use and development framework and planning controls.
- Guide infrastructure planning and delivery.

This will assist Council in managing risks associated with on-going governance, decision-making, work programming and processes for Fishermans Bend. It will also help to mitigate emerging risks such as climate change.



## **7. FINANCIAL IMPACT**

- 7.1 Council's Fishermans Bend Program is resourced to respond to the Victorian Government's MPIP project. This includes project funding for the future MPIP planning scheme amendment process, expected in 2024. This will generally cover legal and expert advisory costs associated with the amendment's advisory panel process.
- 7.2 The development of the MPIP is led by the Victorian Government. Council's submission notes several gaps and issues that require further work for the Government to resolve as part of finalising the Draft MPIP. The risk is that, if the MPIP is not scoped and resolved appropriately, this further work may fall upon Council to manage through future strategic, planning and design projects.
- 7.3 Other financial risks are related to infrastructure delivery. These risks are proposed to be addressed and responded to as part of Council's separate response to Planning Scheme Amendment GC224 (Fishermans Bend Development Contributions Plan and Open Space Uplift Mechanism).

## **8. ENVIRONMENTAL IMPACT**

- 8.1 The MPIP builds upon the eight sustainability goals of the Fishermans Bend Framework, including becoming a climate resilient, water sensitive, biodiverse, low carbon and low waste community.
- 8.2 Significant investment in infrastructure will be required to ensure that Fishermans Bend adapts to the challenges of climate change, particularly flooding and sea level rise, and to implement greening and water management infrastructure in our streets and public spaces that are necessary to create a safe and healthy community.
- 8.3 The State Government has set ambitious goals to reduce flood risks, improve water quality, minimise potable water use and increase canopy cover for Fishermans Bend to become Australia's largest Green Star community. To achieve these goals, many of Council's parks and streetscapes will be required to incorporate stormwater detention tanks, stormwater harvesting, water sensitive urban design, large canopy trees and vegetated areas, changes to levels and design of streetscapes and public spaces.
- 8.4 The Draft MPIP's environmental content is high-level. Council's submission has sought additional content on environment and sustainability for inclusion in the final MPIP.

## **9. COMMUNITY IMPACT**

- 9.1 The MPIP is being developed with input from the community. The focus of the MPIP is to guide future change and growth in ways that protect and enhance community values and character, and ensure it remains a great place to live, work and play.

## **10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY**

- 10.1 This report is most aligned to the Liveable Port Phillip Strategic Direction within the Council Plan 2021-31. The coordination of precinct and infrastructure planning, forms part of the initiatives to:
  - Partner with the Victorian Government to deliver outcomes in the Fishermans Bend strategic framework.
  - Facilitate and advocate for the Victorian Government to develop a sustainable funding and financing strategy to enable the timely delivery of local infrastructure at Fishermans Bend and to provide early delivery of high frequency public transport links to Fishermans Bend.



## 11. IMPLEMENTATION STRATEGY

### 11.1 TIMELINE

- The Victorian Government is leading the development and public consultation process for the Draft MPIP.
- The Draft MPIP was released for public consultation in 2023 (1 December 2023 to 23 February 2024)
- The next step in the process will be for the Victorian Government to review submissions, finalise the MPIP and consider approval pathway options – Mid 2024.
- Council will seek confirmation of involvement in this process.
- The likely next community consultation phase will occur through the subsequent formal planning scheme amendment process to implement the Draft MPIP – dates to be confirmed.



### 11.2 COMMUNICATION

- The Victorian Government led the community consultation process for the Draft MPIP. This included material provided through the government's online Engage Victoria website and Fishermans Bend website, letters to owners and occupiers in the precinct, social media campaigns and posts, meetings with land owners, business and industry briefings, and community information sessions.

## 12. OFFICER MATERIAL OR GENERAL INTEREST

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

### ATTACHMENTS

1. City of Port Phillip Submission - Draft Montague Precinct Implementation Plan - Part A Submission Summary  [↓](#)
2. City of Port Phillip Submission - Draft Montague Precinct Implementation Plan - Part B Discussion Points  [↓](#)

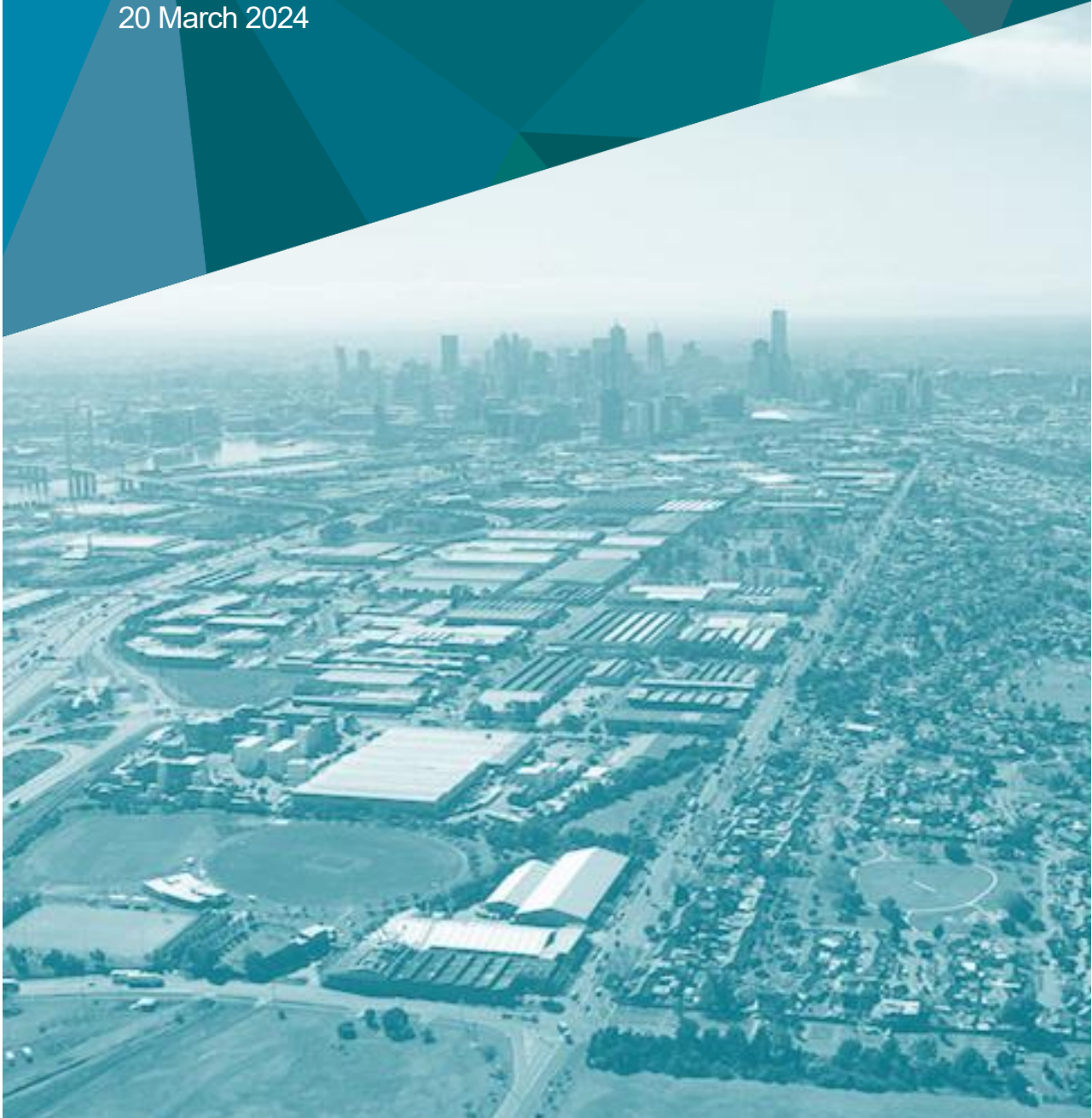


# City of Port Phillip SUBMISSION



Response to:  
Victorian Government's Montague Precinct Implementation Plan

20 March 2024



# **PART A SUBMISSION SUMMARY**

Council welcomes the Victorian Government's engagement in the development of the Draft Montague Precinct Implementation plan (MPIP) and would like to work closely with the Government on its finalisation and implementation.

## MATTERS OF SUPPORT

Council is broadly supportive of the Draft MPIP's overall vision subject to further development of identified issues and recommendations listed in this submission.

Overall, the Draft MPIP presents an inspiring and graphically impressive view of what Montague could look like in the future. The document:

- Is engaging and introduces creative ideas
- Recognises and builds on the unique character and location of the Montague Precinct
- Takes a visionary approach and sets a high bar for the future of the precinct
- Articulates the challenges and opportunities around achieving the vision
- Has strong community focused outcomes
- Focuses on place creation, which has the potential to deliver creative outcomes in partnership with local residents and businesses
- Envisions redeveloped wide streets and by creating linear people-centred parks, has the potential to develop a strong urban statement
- Develops an activity centre, which is critical in making Montague a place of its own, noting the Montague Walk is a good response to the challenges of the precinct
- Better connects the precinct into its surrounds, capitalises on the precinct's enviable location and improves some of the current significant barriers to movement
- Sets the vision for an urban forest in the streets, open spaces and private realm initiatives and addresses the effects of increased urban heat by increasing tree canopies and combining them with a biodiverse range of understorey plant species.

## KEY ISSUE AREAS

Council's ongoing support of the MPIP is subject to the list of issues and recommendations in this submission being addressed.

The following broad issues are of highest concern:

- **Document aim and structure** – Given the aspirational nature of the MPIP, the greatest concern is the lack of detail, clarity and rigor in document itself and the proof of concepts. As structured, MPIP takes the form of a Design Document rather than a Precinct Implementation Plan with clear frameworks and resolved actions. For developers, planners and other stakeholders the failure to separate the 'aspirational' content from the confirmed matters and practical planning and urban design detail and matters intended as guidelines may be confusing. Without clear implementation direction there will be conflict between stakeholders at the permit application stage and in the design and construction of infrastructure. The risk is that, following operational handover, these gaps will become Council's responsibility as Council is the public land and assets manager and has an obligation to support the community. As such, the document is not fit for purpose. The MPIP needs to be restructured to focus on and resolve traditional elements – like the movement network, land use, public space provision and built form (complete with formal mapping). The Vision and Background are a preface to these elements, the Key Moves are subsidiary guidelines without implementation mechanisms, and the Catalyst Initiatives are extremely limited.
- **Infrastructure Funding and Delivery** – Implementation of the Fishermans Bend Framework requires an integrated approach to precinct planning, infrastructure funding and financing. Council has made a separate submission to the State Government's recently released Planning Scheme Amendment GC224 (Fishermans Bend Development Contributions Plan and Open Space Uplift Mechanism) which is relevant to outcomes being delivered through the Draft MPIP. Council is concerned with the lack of allocated project funding for local infrastructure upgrades within the Fishermans Bend DCP, which will undermine the



Fishermans Bend Framework and MPIP vision. There does not appear to be a clear plan for how most local streets will be delivered. The Draft MPIP should be updated and realigned alongside the DCP process, identifying what is funded and not-funded, and how the vision will be delivered through both pathways. The issue of unfunded streets and public spaces, and how they will be resolved through other pathways, is core to delivery of the Draft MPIP vision.

- **Direction for the Street & Laneway Network** – The MPIP is largely focused on streetscape character and the public realm, but does not resolve necessary details to deliver workable street and laneway designs. As far as practical, the MPIP should resolve the integrated street, laneway and parking functionality and design approach as part of this phase of work rather than as future actions. The plan's recommendations must be informed by appropriate traffic modelling, and resolve modal priorities for each street and laneway. Where the modal priorities necessitate changes to the street layout, concept plans should be prepared to ensure outcomes are tested with a level of rigour.
- **Flooding and Water** – Montague has significant flooding, sea level rise, storm surge and drainage issues that span the public and private realm. The MPIP highlights this as an issue, however is silent on any short or long term changes to address the issue. The MPIP should incorporate an integrated water management approach, including the prioritisation of flood safety and mitigation measures in the MPIP's active frontage and street design guidance and associated planning scheme controls. The proposed concept designs for streets and laneways do not consider or respond to the existing and proposed context of significantly raised ground floor levels across the precinct required by Melbourne Water. This poses a notable challenge to the activation of street frontages and laneways if left unresolved.
- **Planning controls, heritage and character** – Council understands that the next stage in the MPIP development process is to develop planning controls and consider approval pathways – however our assessment of the Draft MPIP has been constrained by not having this information available. For example, the role of the MPIP in the planning scheme is not clearly defined, which will affect its scope; and several of the ideas presented in the plan are novel in the Victorian Context raising concerns about how they can be implemented and enforced. Council is particularly supportive of the plan's ideas to protect and reinforce the industrial and commercial character in Montague, but the mechanisms associated with this need further clarification.
- **Public Transport** – MPIP needs to investigate and identify interventions that support active and public transport improvements in Montague to deliver on the Fishermans Bend 80% active and public transport mode share target. Without these improvements, the sustainable transport goals and associated street designs will be undermined.

## SUMMARY OF RECOMMENDATIONS

The following is a summary of Council's key recommendations for changes to the plan. Please refer to PART B for discussion points which provide further information and context to the recommendations. Council looks forward to engagement with the Victorian Government to resolve these concerns as part of the ongoing development and implementation of the MPIP.

### Theme 1 - Document Aim and Structure

- As the first of future Precinct Implementation Plans for Fishermans Bend, it is vital that the MPIP sets the standard and appropriate format expected for all Plans.
- The scope and purpose of the document requires further review and clarification.
- The Plan needs to be restructured to focus on the traditional driving elements of a Structure Plan - movement network, land use, public spaces and built form (complete with formal precinct framework maps). This will also assist in identifying and resolving the plan's gaps.

- The design ideas proposed in the Plan need to be based on robust strategic justification and technical analysis. This critical strategic work to underpin the proposals does not appear to have been completed.
- The Plan should address localised sustainability, integrated water management and sustainable infrastructure outcomes in a comprehensive manner.

#### **Theme 2 - Open Space**

- The proposed Open Space layout throughout the document has discrepancies from the Fishermans Bend Framework that need to be addressed.
- Clarity needs to be provided around the proposed classification and funding of each open space.
- Include an open space framework map setting out the various open space and public space designations across the precinct. Included open space framework map setting out open spaces in the precinct. Public space designation not included.
- The updated Whiteman Street Open Space realignment is not supported. Retain the original location and configuration identified in the Fishermans Bend Framework.
- The updated Montague North Open Space realignment is not supported. Retain the original location and configuration identified in the Fishermans Bend Framework.
- Further background and information is requested in relation to the updated Normanby Road open space configuration.
- There is need for the MPIP to differentiate between typical open space, greening opportunities (formal and informal) and public realm related space.
- The MPIP should clarify the role of several 'suggested small plazas' that serve a public realm and place-making role but could be misinterpreted as designated open space.
- Include reference to the recently adopted Port Phillip Public Space Strategy and ongoing localised Open Space and Recreation Service Planning, noting that these works will guide the role and function of future public spaces.
- Consider the locations of proposed raingardens, tree pits and open space and linear reserve storage areas (subject to further geotechnical investigations before the design stages).

#### **Theme 3 - Street Network**

- Integrate the street network findings of the Strategic Transport Network Assessment, Montague Precinct, June 2022, prepared by Ratio Consultants (STNAMP Report) commissioned by Council.
- Resolve modal priorities across the street and laneway network and include transport framework maps addressing public transport, pedestrian network, cycling network, general traffic (driving network), parking and public realm across the street network.
- Resolve local street cycling networks as part of the MPIP, rather than as further work through local street toolkit development.
- Add dedicated and protected cycling lanes on local streets to address local access, movement and safety, connecting cyclists between properties, the broader precinct and regional cycling network.
- Provide additional dedicated cycling lanes on Munro, Boundary, Buckhurst, Gladstone, Thistlethwaite and Whiteman Streets (which requires updated street design and principles).

- Seek to improve public transport network operation (investigations and improvements to local bus and light rail operation to ensure local demand and mode share targets can be accommodated). The proposed investigation as further work is supported.
- The Framework maps, laneway network and cycling network matters are recommended to be resolved as part of developing the Draft MPIP.

#### **Theme 4 – Economy, Active Frontages and Laneway Network**

- The land use framework and economic role of Montague should be more clearly defined in the Draft MPIP.
- The economic development and placemaking actions in the Draft MPIP should be realigned in context of opportunities identified in the MPIP and the recently released Fishermans Bend Seed Toolkit – clarifying its local implementation.
- The role of Montague Precinct should be aligned with Council's vision for South Melbourne – including its land use and economic vision, and its connections and public realm. It is important that the plans complement rather than compete with other, particularly given that the MPIP focuses on creative industries, which is an established strength in South Melbourne.
- There is a need to resolve land use, active frontages and laneway design with reference to the major flooding issue. Include cross-sectional guidance for streets, active frontages and flood design at a localised level in Montague based on the Fishermans Bend Water Sensitive City Strategy and the Good Design Guide for Buildings in Flood Affected Areas in Fishermans Bend, Arden, and Macauley, and integrate the street network findings of the Strategic Transport Network Assessment (STNAMP Report), Montague Precinct, June 2022, prepared by Ratio Consultants and commissioned by Council.
- The MPIP should include frameworks for land use and activity core areas to form a rationale for the desired pedestrianised network across the precinct. Include detailed maps indicating land use and activity core areas, active frontages and laneways to provide context and alignment.
- Resolve laneway network as part of the MPIP (rather than further work action). Include direction for laneway typologies according to expected use and function, identify potential location of destination laneways and provide direction regarding movement, access, and servicing needs in new and existing laneways.
- Review car parking management provisions, including the current parking rate reductions in the planning scheme and the proposed bonus incentives to manage the laneway network. Council recommends proof testing of centralised parking and servicing, potentially as a project within the DCP.
- Investigate the benefits to the laneway network of introducing maximum car parking rates that complement the proposed dwelling density bonus incentives and current minimum car parking rate reductions in the planning scheme.

#### **Theme 5 - Planning Controls, Heritage and Character Integration**

- Council requests the receipt and review of the planning controls that will form part of the planning scheme amendment that implements the MPIP.
- Council requests the receipt and review of all Making Montague supporting material prior to finalisation of the MPIP for the upcoming planning scheme amendment.
- Council recommends including additional planning scheme amendment actions that implement Heritage Reviews, Urban Forest, and Water Sensitive City Strategy guidance, alongside any additional relevant Council adopted strategy or policy, such as Places to Live: Port Phillip Housing Strategy.
- Council seeks to integrate proposed new or updated Heritage Places into the MPIP and associated planning scheme amendment based on the findings of Council's Fishermans

Bend Heritage Review: Montague Stage, 2021, prepared by RBA Architects and Conservation Consultants.

- Council has noted several issues and concerns in the discussion points of this submission, regarding how the Draft MPIP recommendations are intended be implemented in the planning scheme. Council has made some suggestions within the discussions points for consideration by the Government, but has not presented them as final recommendations, as these issues require further refinement.

#### **Theme 6 - Sustainability, Urban Forest and Integrated Water Management**

- The extent of localised sustainability, greening and integrated water management issues in the Montague Precinct warrants a dedicated section to this in the precinct plan.
- Incorporate the best available flooding, sea level rise and storm surge data and ensure all ideas presented respond to the challenges this presents.
- Address the implications of the urban heat island effect on Montague.
- Include direction for urban forest, landscape and biodiversity priorities in streetscapes.
- Identify significant and mature trees for retention – or identify/include 'Tree Management Plan' that can manage change to the canopy over time. Given the timespan and changes on streets, it's likely planning for interim tree planting will be necessary before final tree placement on streets is achieved. Adequate funding for this transition will be required.
- Provide direction and timelines regarding undergrounding of powerlines, or upgrading of other major underground infrastructure eg. storm water, so that tree planting can be planned accordingly. Shifting major infrastructure will have an impact on the ability to forward plant trees due to the potential for root damage to occur with ground works, or canopy damage with above ground equipment.
- Include planning scheme action relating to Urban Forest – tree retention controls and urban greening guidance in streets and lanes.
- Identify how Water Sensitive Urban Design, tree planting and biodiversity can be delivered together.
- Include planning scheme action relating to Water Sensitive City Strategy – integrated water management implementation

#### **Theme 7 - Infrastructure Delivery and Implementation Plan**

- Council has made a separate submission to Planning Scheme Amendment GC224 (Fishermans Bend Development Contributions Plan and Open Space Uplift Mechanism) which is relevant to outcomes being delivered through the Montague Precinct Implementation Plan.
- Council is concerned with the lack of allocated project funding for local street infrastructure upgrades within the Fishermans Bend DCP, which will undermine the Fishermans Bend Framework and MPIP vision. There does not appear to be a clear plan for how most local streets will be delivered.
- The Draft MPIP should be updated and realigned alongside the DCP process, identifying what is funded and not-funded, and how the vision will be delivered through both pathways. The issue of unfunded streets and public spaces, and how they will be resolved through other pathways, is core to delivery of the Draft MPIP vision.
- The MPIP should include a consolidated action plan at the end of the document. Several recommendations are provided to add and consolidate actions within the Plan. However the full list of actions will need to be updated once the previous submission recommendations have been addressed, including document structure.

**PART B**  
**SUBMISSION DISCUSSION**  
**POINTS BY THEME**

## THEME 1 – DOCUMENT AIM AND STRUCTURE

### SUMMARY OF RECOMMENDATIONS

These points are also listed Part A

- As the first of future Precinct Implementation Plans for Fishermans Bend, it is vital that the MPIP set the standard and appropriate format expected for all Plans.
- The scope and purpose of the document requires further review and clarification.
- The Plan needs to be restructured to focus on the traditional driving elements of a Structure Plan - movement network, land use, public spaces and built form (complete with formal precinct framework maps). This will also assist in identifying and resolving the plan's gaps.
- The design ideas proposed in the Plan need to be based on robust strategic justification and technical analysis. This critical strategic work to underpin the proposals does not appear to have been completed.
- The Plan should address localised sustainability, integrated water management and sustainable infrastructure outcomes in a comprehensive manner.

### PURPOSE OF THE MPIP

The stated purpose of the Implementation Plan is:

*"To provide planning certainty and investment confidence to ensure that development momentum continues, and that the right infrastructure is in place to support growth".*

[Montague Precinct Implementation Plan | Engage Victoria](#) (webpage)

The Council submits that in order to provide 'certainty' and 'confidence' a plan must have the required level of technical justification, detail and clear implementation proposals to guide decision making by all stakeholders. An implementation plan needs to bridge the gap between broad vision and strategy and action, providing clear direction about the ways that the strategy is to be achieved, physically, operationally and administratively.

The Draft MPIP presents a graphically impressive and inspiring image of the potential future Montague Precinct. The overall graphic approach is supported as it communicates the various ideas and intentions of the Fishermans Bend Framework and the Plan in an effective way to a broad audience. It reads in some ways as a marketing document, intended to generate investment and development, and set a high benchmark for delivery of quality outcomes. These aims are laudable in many respects.

Council is concerned however, that many of the outcomes presented have not been sufficiently 'ground truthed' or based on sound technical analysis or strategic justification.

It may be that scope and intent of the MPIP could be more clearly stated, so that matters addressed in the Fishermans Bend Framework, and matters addressed in the MPIP are more explicit. A clearer link is needed with technical work undertaken as part of the Fishermans Bend Framework Plan, although some of this work which is over 5 years old, may need to be refreshed. Regardless, the background technical work from the Framework Plan could be more strongly referenced in the MPIP to more clearly demonstrate strategic justification for proposed actions.

## **STRATEGIC JUSTIFICATION FOR A PLANNING SCHEME AMENDMENT**

One of the key implementation techniques for an Implementation plan is through the planning scheme. As the guiding document to inform revised planning provisions, the MPIP needs to articulate and justify any changes proposed to the planning scheme. The design ideas proposed in the Plan need to be based on robust strategic justification and technical analysis.

Generally, the MPIP lacks clarity on how it will directly inform and justify a planning scheme amendment. This critical strategic work to underpin the proposals does not appear to have been completed.

It is vital that up-to-date technical work is undertaken to inform the actions in the MPIP prior to any planning scheme amendment to appropriately inform revised planning provisions for Montague.

## **PLAN STRUCTURE**

Improvements to the content and structure of the document are recommended below to enable MPIP to meet its declared purpose.

MPIP needs to be restructured to focus on (and complete with formal mapping and robust justification) the traditional driving elements of movement network, land use, public spaces and built form. Structuring the Plan in a more traditional format will have many advantages. It will:

- Provide a more logical and familiar layout
- Highlight areas that are missing or underdeveloped, and require further work to provide a comprehensive approach
- Make the recommendations and related actions easier to follow
- Make implementation pathways clearer

Council understands that the scope of the MPIP is mainly restricted to place creation, public realm, street-scape character and infrastructure delivery. However, these proposals require context, understanding and coordination with other parts of the Framework.

The document does not present a cohesive precinct-level plan; instead it requires the reader to piece together various aspects of the Plan through ideas presented under the Key Moves, and within these determine their priority and hierarchy. Consolidation into themed summaries would be more user friendly. The content is presented in a way that requires substantial background knowledge and understanding of the Fishermans Bend Framework and its associated background work.

The issues identified by Council with the structure of the Plan are:

- The relationship between the Plan and the Fishermans Bend Framework is not well linked and explained.
- The document does not establish a clear purpose or user focused structure – that is, who is going to use this plan, how to use the plan, etc.
- The document over-emphasises the history and background of the Precinct
- The document structure is not user-friendly or logically ordered for implementation.
- The document takes the form of design guidelines without specific direction about the use of the guidelines.
- The Key Moves are specific proposals without implementation mechanisms
- Catalyst Initiatives are extremely limited in number and scope
- The document lacks detailed design and delivery response summary (implementation/actions/future work) with clear direction on responsibilities, timelines or funding arrangements.
- Does not include precinct scale plans to detail actions.

Council recommends:

- All design proposals should be set out in formal mapping and be justified by robust strategic justification work to inform implementation via a future planning scheme amendment.
- The document should be designed as a stand-alone document, setting the broader context and providing relevant information from other sources like the Fishermans Bend Framework to provide local context for the recommendations in the MPIP.
- The document should include a new 'Precinct Plan' section, with the document structured as:
  - Introduction and context
  - Precinct Plan
  - The Five Key Moves
  - Implementation
- The new 'Precinct Plan' section should address:
  - the MPIP's role and positioning in relation to the Fishermans Bend Framework both spatially and procedurally.
  - The objectives of each part of the Plan, with related actions
  - A summary of recommendations at a sub-precinct level, shown on an expanded number of spatial framework maps by theme (eg. land use/activity cores, building height and typologies, heritage, character integration, active frontages, open space, transport/movement hierarchy and type, laneways, sustainability/urban forest/integrated water management, etc).
- An alternate document structure is recommended:
  - Introduction
  - Background
  - Vision / Principles
  - Precinct Plan / Frameworks
    - Land Use
    - Community Infrastructure
    - Transport and Movement
    - Public Space (Streetscapes, laneways and open spaces)
    - Urban Form (Urban Design/Character, Built Form including environmentally sustainable design)
    - Environment and Infrastructure (Flood Mitigation, Assets and Physical Infrastructure)
  - The 5 key moves (Capturing the key ideas as proposed in the Draft MPIP)
  - Implementation Plan (Transition Approach / Implementation Framework / Actions)
  - Appendices / Background reports

## SUSTAINABILITY AND SUSTAINABLE INFRASTRUCTURE

The Draft MPIP is structured based on Key Moves with content that is focused on spatial matters. This means broader issues like sustainability do not have a clear place in the document and are therefore not addressed effectively.

- The document should include a new Key Move (or theme in the Precinct Plan section as noted above) on sustainability or sustainable infrastructure that addresses matters including: sustainable infrastructure planning, including coordinated above and underground infrastructure delivery
- Recommend 'Asset and Infrastructure' to be included in Appendix to showcase state's vision on asset and infrastructure. For example: the vision is to underground all on-ground infrastructure such as overhead powerlines. Needs further discussion.
- urban forest, greening and biodiversity
- integrated water management (flooding, water sensitive urban design (WSUD) infrastructure, distributed storage, public and private realm).



Council acknowledges that some of these matters require further work. If the work is not resolved, the MPIP could at minimum:

- Include reference to these matters to raise their profile and importance;
- Refer to relevant work completed (like the recently released Water Sensitive City Strategy); and provide a basis for additional implementation actions (as are recommended for inclusion later in Council's submission).

Further comment on sustainability is provided later in this submission.

## THEME 2 – OPEN SPACE NETWORK

### SUMMARY OF RECOMMENDATIONS

These points are also listed Part A

- The proposed Open Space layout throughout the document has discrepancies from the Fishermans Bend Framework that need to be addressed.
- Clarity needs to be provided around the proposed classification and funding of each open space.
- Include an open space framework map setting out the various open space and public space designations across the precinct. Included open space framework map setting out open spaces in the precinct. Public space designation not included.
- The updated Whiteman Street Open Space realignment is not supported. Retain the original location and configuration identified in the Fishermans Bend Framework.
- The updated Montague North Open Space realignment is not supported. Retain the original location and configuration identified in the Fishermans Bend Framework.
- Further background and information is requested in relation to the updated Normanby Road open space configuration.
- There is need for the MPIP to differentiate between typical open space, greening opportunities (formal and informal) and public realm related space.
- The MPIP should clarify the role of several 'suggested small plazas' that serve a public realm and place-making role but could be misinterpreted as designated open space.
- Include reference to the recently adopted Port Phillip Public Space Strategy and ongoing localised Open Space and Recreation Service Planning, noting that these works will guide the role and function of future public spaces.
- Include the locations of proposed raingardens, tree pits and open space and linear reserve storage areas (subject to further geotechnical investigations before the design stages).

## OPEN SPACE IN THE DRAFT MPIP

The Fishermans Bend Framework proposes a diverse network of open spaces with varying roles, including District, Neighbourhood, Local and Linear open spaces. The Draft MPIP's open space network has been interpreted in Figure 1. Council notes that the Draft MPIP proposes several changes to the open space network when compared with the Fishermans Bend Framework. Council has prepared Figure 2 which summarises which changes are supported, which changes are not supported, and other issues requiring further clarification. These are substantiated in the following pages.

Figure 1: Open Space – Interpretation of what is proposed in the Draft MPIP

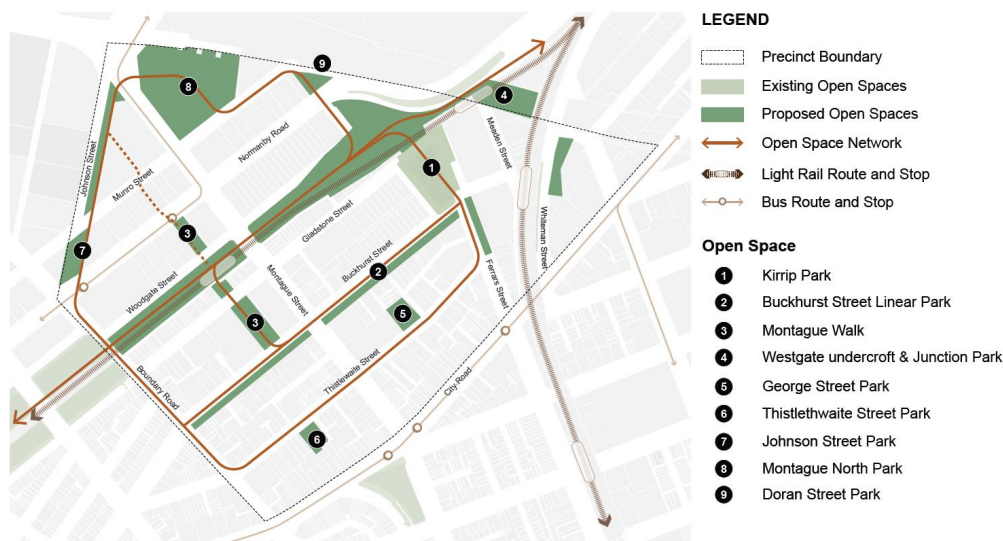
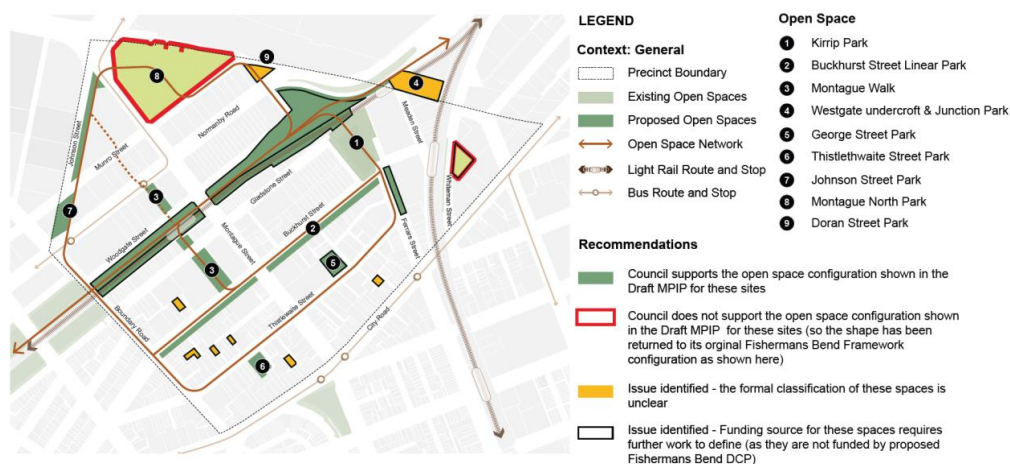


Figure 2 – Open Space – Summary of Council Issues and Recommendations



## **MONTAGUE WALK - BUCKHURST AND GLADSTONE STREET OPEN SPACES**

Council highlights particular support for delivering the Montague Walk. The realigned Montague Walk Open Space proposals along Gladstone and Buckhurst Street are supported.

Place creation is a key element of the Draft MPIP vision. The 'Montague Walk' is a strip of connected laneways and open spaces that link Montague's northern and southern neighbourhoods together and onwards into the future Sandridge City Centre. Active frontages and open spaces are utilised to create an inviting and accessible path that enables easy pedestrian movement north and south from the light rail stop to Normanby Road boulevard. Detailed actions to achieve the Walk are required.

## **WHITEMAN STREET OPEN SPACE**

Council does not support the reorientation of the open space area on Whiteman Street (Whiteman Street Park) from its original shape identified in the Fishermans Bend Framework.

The revised orientation is more linear in its overall shape and size compared to the Neighbourhood Park form recommended under the Framework. This area is intended to provide essential access to open space for residents located on the Eastern side of the 96 Tram line. A more linear orientation restricts the potential functionality of the space to provide essential local open space opportunities and seeks to detract from the overall amenity and usability of the space, especially due to its proximity to key activity nodes such as the South Melbourne Markets and South Melbourne Primary School.

The linear design is not supported based on the following points:

- The Fishermans Bend Framework and planning controls identify an open space within the site at 400-430 Whiteman Street. Attributes of the open space include:
  - approximately 1,800 sqm
  - centre-block configuration
  - adjoins Whiteman Street on the western side
  - adjoins through-block laneways with active street frontages on the south-eastern side.
  - Route 96 tramstop is across the road on Whiteman Street
  - planning controls note the 'open space is indicative subject to site design'
  - planning controls include open space shadowing controls for no shadowing above the prescribed streetwall height for the site between 11am and 2pm on 22 September.
- Council is aware that the open space will be impacted by overshadowing from the development site at 400-430 Whiteman Street. There is a relationship between the proposed configuration of the park, and the development capacity of 400-430 Whiteman Street. The planning controls allow unspecified heights on the north-eastern side, while simultaneously limiting those heights through shadow controls that restrict height above the street wall. There is a natural conflict on the open space site between the prioritisation of sunlight access and the prioritisation of functional open space. If a compromise is required, in this instance Council would seek to prioritise broader functionality of the open space rather than having a more linear design that is largely driven by sunlight access.
- Linear and linking spaces typically include shared paths, seating, resting points and vegetation. However, the primary disadvantage is that they have reduced functionality as an open space, particularly for informal recreation.
- Council's preference is for this adjoining open space site to serve a range of informal purposes such as passive, play, and urban heat mitigation in context of the dense urban environment within which it is located.

In addition it is noted that:

- There are good opportunities for urban greening and public realm improvements within the existing dimensions of Whiteman Street, and the abutting development site's streetwall and active frontage design. The public open space should not be compromised for this purpose.
- The detailed design and configuration can be managed through the planning permit application stage, including consideration of whether and how to address the shadow controls depending on detailed considerations of the development's design scheme.
- Council acknowledges that the site is compromised, and would seek to work proactively with the development proponent on its delivery through the planning application process. The MPIP should not prejudice this process.

It is therefore requested that the original mid-block design be retained in order to provide adequate dimensions and spacing for multifaceted infrastructure to be accommodated, such as play space, passive space, greening, tree canopy, paths, and accessibility options. The open space should be a destination for locals, rather than an extension of the streetscape and movement network which is the traditional linear park approach.

## **MONTAGUE NORTH OPEN SPACE**

Council does not support reorientation of Montague North Park from the original shape identified in the Fishermans Bend Framework.

The recommended orientation under the Framework (inclusion of omitted triangle section of land in Northeast corner) provides greater access to the newly created Doran Street Park and associated Montague Walks, in addition to providing greater overall functionality, amenity and opportunity to facilitate larger open space community uses. Larger areas of open space are important in providing a variety of diverse uses that smaller open space areas are often unable to provide. The Montague Precinct area will be highly urbanised with most of its proposed open space areas consisting of smaller more integrated, civic and throughfare focused spaces. Montague North Park provides the only opportunity to enable people to engage in greater levels of active recreation and offers a unique opportunity for people to become immersed in nature.

Council recommends bringing forward the implementation of Montague North Park to 2024- 2033 (as contained in Council's submission on the DCP). Montague North Park will provide essential informal and formal recreation opportunities across Fishermans Bend and has the potential to be delivered earlier due to the progressed planning nature of Montague. This delivery would align with the Framework's position to provide essential infrastructure as a priority.

## **NORMANBY ROAD AND MONTAGUE NORTH OPEN SPACE**

The new open spaces at the East end of Normanby Road and tram stop, and the realigned Montague North open space are supported in-principle, subject to seeking further detail about these changes including their intended open space designation (some of which is more associated with streetscape design, road reserve and movement network), funding and delivery.

## **DORAN STREET NORTH AND SOUTH**

Council is supportive of the inclusion of both Doran Street Plaza North and Doran Street South Update, to create a corridor connection between Kirip Park and Montague North Park and to improve access along the 109 light rail line and open space.

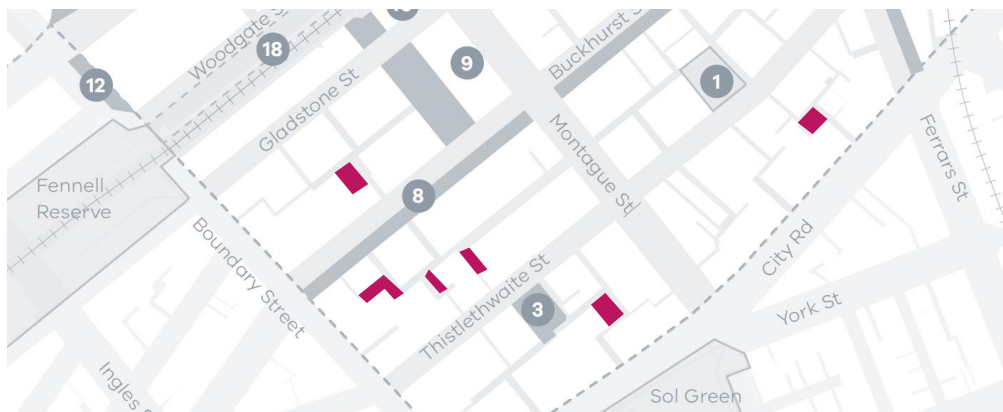
It does not appear that funding has been committed for these new open spaces. The MPIP should specify the proposed funding source.

## NEW 'SUGGESTED SMALL PLAZAS'

The MPIP includes several 'suggested small plazas' that serve a public realm and place-making role but could be misinterpreted as designated public open space. The MPIP should make clear the status of these spaces, clarifying that they are not formal public open space. Council is not supportive of their designation or using developer / open space contributions towards these sites. Council is supportive of their status as suggestions and commends this design visioning.

Council seeks further information regarding the method by which it is intended that these car park sites will be transformed to plaza spaces, noting that neither DCP funding nor the Open Space Uplift applies to these sites. The role and ongoing purpose of these spaces needs to be clarified. Standards of access and construction are impacted by the answers to these questions. Without these answers (in the Plan) implementation will be adhoc and difficult.

Figure 3 – Draft MPIP plazas



Proposed 'potential small plazas' as demarcated on page 101 of the MPIP

The MPIP should include clear differentiation of open spaces and plaza spaces in the Precinct Plan.

Clarity needs to be provided around the proposed method of provision and funding of each open space.

## FURTHER WORK ON THE ROLE AND FUNCTION OF OPEN SPACES

The Fishermans Bend Framework provides no formal direction about the role and function of open spaces beyond identifying their size and location. The Draft MPIP includes informal descriptions of these sites.

Council recently adopted the Port Phillip Public Spaces Strategy 2022-2032, and is currently undertaking further localised open space and recreation planning in Fishermans Bend to identify and formalise role and function of each space across the urban renewal area including hierarchy and classifications. Council seeks to work with the Taskforce to integrate the results of this Strategy with the MPIP.

Suggest including this as new action under section: *Catalyst Initiative 3.2: Deliver new open spaces*

## GENERAL FEEDBACK

Council suggests:

- Separating local streets and parks into two separate sections within the Plan. Greater focus should be provided on the various open space areas as standalone focal points essential to the community's liveability, resilience, and connectivity.
- Highlighting the role that open space will play in immersing people into nature. Introducing permeable grassed areas where possible to create a sense of green and cool environments. Grassed surfaces also play a cost-effective role in mitigating stormwater runoff, urban heat and improving biodiversity.
- The inclusion of new Route 109 light rail line and Meadan Street under-croft areas to create improved linear corridor connection into Montague from Westgate Freeway. Consider these areas for potential future for informal recreation opportunities.

## THEME 3 – STREET NETWORK

### SUMMARY OF RECOMMENDATIONS

These points are also listed Part A

- Integrate the street network findings of the Strategic Transport Network Assessment, Montague Precinct, June 2022, prepared by Ratio Consultants (STNAMP Report) commissioned by Council.
- Resolve modal priorities across the street and laneway network and include transport framework maps addressing public transport, pedestrian network, cycling network, general traffic (driving network), parking and public realm across the street network.
- Resolve local street cycling networks as part of the MPIP, rather than as further work through local street toolkit development.
- Add dedicated and protected cycling lanes on local streets to address local access, movement and safety, connecting cyclists between properties, the broader precinct and regional cycling network.
- Provide additional dedicated cycling lanes on Munro, Boundary, Buckhurst, Gladstone, Thistlethwaite and Whiteman Streets (which requires updated street design and principles).
- Seek to improve public transport network operation (investigations and improvements to local bus and light rail operation to ensure local demand and mode share targets can be accommodated). The proposed investigation as further work is supported.
- The Framework maps, laneway network and cycling network matters are recommended to be resolved as part of developing the Draft MPIP.

## INTRO

The relatively flat topography of Fishermans Bend and proximity to key destinations make it generally well suited to active and public transport options, including walking, cycling, bus and tram. However, without reliable and accessible alternatives to cars, including significant improvements in public transport, bicycle and walking infrastructure, significant traffic congestion remains a high risk.

The transport network should be a focal point of the Draft MPIP as it determines how the MPIP's design vision for streets and public realm can be realised.

The Draft MPIP should address:

- How the 80% active and public/20% private transport mode share target for Fishermans Bend will be achieved in Montague
- Public Transport – Tram and Bus Network
- Pedestrian Network and hierarchy
- Cycling Network
- Private Vehicle Network – Driving, Parking, Access and Circulation

Further feedback on these matters is noted below.



## STRATEGIC TRANSPORT NETWORK ASSESSMENT COMMISSIONED

The Fishermans Bend Framework's transport recommendations were informed by high level traffic and transport assessments including the Fishermans Bend Integrated Transport Plan 2017. It is Council's view that precinct implementation planning should be supported by further updated localised strategic transport network modelling and analysis. To inform the Draft MPIP, Council has commissioned the Strategic Transport Network Assessment, Montague Precinct, June 2022, prepared by Ratio Consultants (STNAMP Report).

The STNAMP report gives an understanding of the existing and future transport characteristics of the Precinct to inform planning and design in Montague. It includes an assessment of the Draft MPIP recommendations seeking to validate or recommend changes within the plan for consideration by the Fishermans Bend Taskforce. Key recommendations from the Report are set out below.

## SUSTAINABLE TRANSPORT MODE SHARE TARGET

The Fishermans Bend Framework envisages an 80% mode share target, meaning that 80% of trips will be taken via active and public transport modes, and 20% by private vehicles. To support this change, the proposed street network design must safely and efficiently accommodate future demand for each transport mode including walking, cycling, private vehicles, bus and light rail.

The STNAMP report found that the 80% mode share target is achievable in Montague. However, a key area of concern is ensuring that public transport within the bus and light rail network can meet demand as noted below.

## PUBLIC TRANSPORT

The Precinct has good accessibility to public transport routes with most of the study area being within a 400m walking catchment of existing and proposed public transport interchanges for light rail.

The STNAMP report identified that at full development the Precinct is expected to generate a demand of some 85,000 public transport trips per day, of which some 9,200 trips are expected during the critical PM peak hour. This equates to 51 full E-Class trams during the PM peak hour alone, or one E-Class tram every 70 seconds. The capacity of the future public transport services will require detailed investigation to ensure that adequate bus and tram frequencies are provided to meet the expected demand.

Council highlights this as a key issue and supports the MPIP's inclusion of *Catalyst initiative 4.2 Deliver the 'Montague Walk' 'Action 4.2.1 - Investigate ways to improve the level of service of the public transport network in the precinct for the existing and projected population.'*

The inclusion of a masterplanned approach to creating an integrated transport hub including trial micromobility and shared mobility solutions is also supported to support emerging technology and transport options.

## PEDESTRIAN NETWORK

The vision of a walkable community is well communicated in the Draft MPIP.

The STNAMP report has identified that peak hour walking and public transport trips generated by the precinct are expected to be in the order of 14,600 trips in the busier PM peak hour. The subzones within the study area are expected to carry pedestrian volumes comparable to areas of the CBD (pre-COVID conditions) and warrant the provision of wide footpaths (a minimum of 3.0m where possible) and dedicated pedestrian zones, such as the Montague Walk and Buckhurst Street.

The MPIP should identify priority pedestrian areas across the precinct and determine how each street will accommodate space for competing priorities including walking, cycling, driving, public transport and public realm improvements. These priority areas should link with active frontage requirements, weather protection and other built form and public infrastructure measures to provide a safe and accessible walking environment. These implementation techniques need to be detailed.

## CYCLING NETWORK

Cycling will play a key role in shifting trips to sustainable modes, and at present bicycle infrastructure and safety is underdone in the Plan. It is Council's view that the cycling network in Fishermans Bend should function at three levels:

1. Providing regional connections through the State's Strategic Cycling Network
2. Providing precinct-level connections across Fishermans Bend
3. Providing local access and movement opportunities on all streets, connecting people safely between local properties and the broader precinct and regional cycling network

The Draft MPIP focuses on delivering regional and precinct level cycling infrastructure. The draft MPIP envisages a shared space along Buckhurst Street, protected cycle lanes on the Arterial Road network, and on-road cycling shared with vehicles on local streets. The draft MPIP also shows the existing Bi-directional cycle routes along the 109 Tram corridor and envisages Bi-directional cycle routes along Ferrars Street, Whiteman Street (no cycling infrastructure is demonstrated on Whiteman Street) and Johnston Street/Boundary Street (no cycling infrastructure is demonstrated on Boundary Street) to the north of the Tram Route 109 corridor. Several Local Roads are nominated in the Draft MPIP as being on-road and shared with vehicle facilities. The plan appears to be designed with an assumption that vehicle, cycling and pedestrian trip levels on these streets will be low enough to be managed in shared environments. The Draft MPIP's proposed cycling network is shown in Figure 3.

Figure 4: Draft MPIP cycling network proposals



Bike riding priority and safety treatments at the street level need to be identified to further define the likely interactions between bike riders, pedestrians and vehicles, to ensure efficient and safe trips.

The STNAMP report has reviewed projected pedestrian, cyclist and vehicle trip requirements and recommended that:

- Additional dedicated cyclist facilities are warranted along Munro Street, Gladstone Street and Thistlewaite Street.
- Dedicated cyclist facilities are also warranted along Buckhurst Street. The draft MPIP envisages Buckhurst Street, east of Montague Street as a “City Hub” shared zone. For this to be achieved, without the need for dedicated cycle facilities, further investigations into ways in which daily motor vehicle volumes along Buckhurst Street can be reduced are required. On this basis it is recommended that dedicated cycle lanes be provided on local streets.
- Cycling network recommendations on other streets are supported.

It is acknowledged that by providing cycling infrastructure on-street there will be less space for other modes and uses. A concern is whether the street network can accommodate all modes effectively. To address this the Draft MPIP (or associated background work) should clearly define the proposed type of pedestrian, cycling and traffic infrastructure for each street to ensure it is deliverable within the context of other transport modes and public realm upgrade requirements.

Council’s recommended cycling network infrastructure is identified in Figure 5 below. The map resolves cycling lanes across all local streets within the network (rather than sharing with vehicles) including additions to Munro, Normanby, Gladstone and Thistlethwaite streets.

Figure 5: Council recommended cycling network infrastructure



## BUCKHURST STREET

The City Hub portion of Buckhurst Street is envisaged as a slow-speed environment that discourages cars, with active street frontages and an urban linear park. The expected future traffic volumes along the City Hub indicate that it can function as a Shared Zone.

Given the expected future cyclists, pedestrian and traffic volumes on this street it is recommended that further investigations into the pedestrian and cyclist facilities be undertaken to ensure the delivery of safe and comfortable pedestrian and cyclist infrastructure.

## DRIVING AND PARKING

The Draft MPIP vision proposes increased road space for sustainable transport modes including walking, cycling, public transport and public realm improvements.

The Draft MPIP should identify through Framework plans and by other means:

- general traffic hierarchy across the network
- vehicle movement and access recommendations for each street and laneway to manage expected traffic and access demands, including concept plans showing the number of lanes, their dimensions and directions.
- precinct parking approach (including on-street, off-street on individual sites, and off-street consolidated precinct parking approaches).

The STNAMP report identified that the Draft MPIP's general traffic hierarchy largely aligns with the street types and functions outlined in Clause 56.06-8 of the Planning Scheme. All roads within the Precinct are expected to operate in accordance with their prescribed classification and within their theoretical traffic (private vehicle) carrying capacity.

Commentary on laneway design and functionality is provided later in this submission.

A key target of the Framework is that, by 2050, 80% of trips within and through Fishermans Bend are made via sustainable transport. This target is an acknowledgement that the constrained road network cannot accommodate the volume of traffic that would be generated should the majority of new trips be made by car, and that creating the road network to cater to car-based development of this scale is not practicable or preferable. To deliver this sustainable transport target, the Framework recognises the need for long-term sustainable transport and notes that, as a result, less car parking will be required.

Consequently, developments with no car parking are strongly recommended and the MPIP provides little provision for on-street parking. The majority of residential developments in Fishermans Bend will be ineligible for resident parking permits.

The plan for reduced and consolidated parking is untested and the mechanisms for delivery are unclear. Limited private car parking will require an innovative design of car parks to allow for future conversion, for example, so that parking could be managed by the owner's corporation and leased to property owners. Further investigation needs to be undertaken to establish a parking plan for Montague Precinct.

The Fishermans Bend Parking Overlay requires a permit if car parking rates for listed uses / developments exceed the following ratios: 0.5 cars per one and two bedroom dwelling; 1 car per three-bedroom dwelling; and 1 car per 100m<sup>2</sup> for employment uses excluding Supermarket (2 cars per 100m<sup>2</sup>) and Industry (1 car per 150m<sup>2</sup>). Reductions from this rate (including to zero) do not require a permit.

Street, laneway and parking integration are fundamental to the Montague vision. On this basis it is Council's strong preference is to resolve street design, laneway design and the precinct parking approach as part of the MPIP rather than as identified future work actions.

## ACTIVE TRANSPORT VIA BOUNDARY STREET BRIDGE

Council strongly supports the creation of a bridge on Boundary Street over the Route 109 light rail line. This connection is vital to unite north and south Montague, while providing a high amenity active travel connection for the western part of the precinct which makes the network more direct and effective. This connection is also necessary to align with and validate the need for a proposed updated north-south cycling corridor along Johnson Street.

Clarity is requested on the status of this infrastructure, as reference to it in the MPIP leaves ambiguity. The bridge is shown in mapping on page 88 and in the following text on page 100:

*"Opportunity for active transport connection across the Route-109 light rail line to provide improved access to the existing Fennell Reserve."*

However, this does not explicitly mention a bridge connection and it doesn't appear any funding has been committed. This should be rectified.

## THEME 4 – ECONOMY, ACTIVE FRONTAGES & LANEWAY NETWORK

### SUMMARY OF RECOMMENDATIONS

These points are also listed Part A

- The land use framework and economic role of Montague should be more clearly defined in the Draft MPIP.
- The economic development and placemaking actions in the Draft MPIP should be realigned in context of opportunities identified in the MPIP and the recently released Fishermans Bend Seed Toolkit – clarifying its local implementation.
- The role of Montague Precinct should be aligned with Council's vision for South Melbourne – including its land use and economic vision, and its connections and public realm. It is important that the plans complement rather than compete with other, particularly given that the MPIP focuses on creative industries, which is an established strength in South Melbourne.
- There is a need to resolve land use, active frontages and laneway design with reference to the major flooding issue. Include cross-sectional guidance for streets, active frontages and flood design at a localised level in Montague based on the Fishermans Bend Water Sensitive City Strategy and the Good Design Guide for Buildings in Flood Affected Areas in Fishermans Bend, Arden, and Macauley, and integrate the street network findings of the Strategic Transport Network Assessment (STNAMP Report), Montague Precinct, June 2022, prepared by Ratio Consultants and commissioned by Council.
- The MPIP should include frameworks for land use and activity core areas to form a rationale for the desired pedestrianised network across the precinct. Include detailed maps indicating land use and activity core areas, active frontages and laneways to provide context and alignment.
- Resolve laneway network as part of the MPIP (rather than further work action). Include direction for laneway typologies according to expected use and function, identify potential location of destination laneways and provide direction regarding movement, access, and servicing needs in new and existing laneways.
- Review car parking management provisions, including the current parking rate reductions in the planning scheme and the proposed bonus incentives to manage the laneway network. Council recommends proof testing of centralised parking and servicing, potentially as a project within the DCP.
- Investigate the benefits to the laneway network of introducing maximum car parking rates that complement the proposed dwelling density bonus incentives and current minimum car parking rate reductions in the planning scheme.

### LAND USE

The Draft MPIP does not include a clear land use framework. This should be the basis of the plan, underpinning economy, placemaking, active frontages and public realm recommendations. The land use framework and economic role of Montague should be more clearly defined in the Draft MPIP.

## ECONOMIC DEVELOPMENT

Council notes the State Government's recent release of the Fishermans Bend Seed Toolkit. Its approach and recommendations should be aligned with the MPIP, with clear local actions embedded in the MPIP.

The Draft MPIP's Key Move 1 includes the following Action:

*Action 1.1.3 Future Work - Develop an economic development strategy to support and attract vision-aligned business and development enterprises.*

This indicates that the level of economic development research related to Montague has been limited to date. Given the significant change anticipated and sought for the area, this is somewhat troubling. Council would advocate undertaking this research as a matter of urgency to inform the final MPIP and underpin the zoning and other measures proposed in the Plan through a planning scheme amendment process.

## DRAFT SOUTH MELBOURNE STRUCTURE PLAN

Council is preparing a Structure Plan for South Melbourne and has commenced broad community engagement on the draft Structure Plan to be completed in April 2024.

This Structure Plan will inform a new place based local policy for South Melbourne in the Port Phillip Planning Scheme that provides updated direction to support South Melbourne as a vibrant, diverse, accessible, and high amenity Major Activity Centre and Enterprise Precinct. The new policy in the Port Phillip Planning Scheme will help implement the strategic vision for South Melbourne by providing specific direction on economic development, built form, heritage, movement and access and the public realm. It will also reinforce South Melbourne's role as a Major Activity Centre and Enterprise Precinct, in line with State Planning Policy direction.

### Implications for South Melbourne

Rather than compete with South Melbourne, Montague's economic role should be linked to that of South Melbourne so that the advantages of the area in accommodating smaller businesses and a diverse range of retail, commercial and creative activities can be leveraged. It is suggested that further economic and employment analysis be prepared to ensure that the policy and planning settings in Montague support, and enhance (rather than compete with and undermine) the viability of South Melbourne's established Enterprise Precinct.

Council's Draft Spatial Economic and Employment Framework (SEEF) identifies the following:

*Montague will ultimately form part of a ribbon of precincts along Port Phillip's northern boundary (and the southern edge of the central city) including South Melbourne, Domain and St Kilda Road. Its economic role should be linked to that of South Melbourne so that the advantages of the area in accommodating smaller businesses and a diverse range of retail, commercial and creative activities can be leveraged.*

*Redevelopment of land in Fishermans Bend will result in the displacement of a range of businesses and jobs which is likely to reduce the diversification and certain specialisations of the surrounding Port Phillip, Port Melbourne and South Melbourne economies (especially relevant to creative industries). Strategic planning for Precinct plans should seek to accommodate a mix of employment types, premises and densities.*

*New retail centres and anchors will provide strong competition for South Melbourne and Port Melbourne retailers in the medium term. Clearer policy direction is required for future retail centres and anchors in Fishermans Bend to optimise outcomes for existing and new centres.*



It is therefore critical that the economic function of Montague be underpinned by detailed understanding of its broader context, market demands, and needs/requirements of current and future businesses to ensure the planning framework adequately facilitates and supports their function.

The following action is noted in Key Move 2:

*Action 2.2.2: Future work - Explore planning incentives to encourage the delivery of workspace for small enterprise in the form of start-ups and scale ups, particularly for creative industry.*

South Melbourne's enterprise precinct has a focus of creative industries. It will be vital that such actions as this a further analysed to ensure they do not compete with or undermine the existing South Melbourne Enterprise Precinct.

Clarity is sought on the following:

- What economic analysis has been undertaken to ensure that the planning framework (policy and controls) in place for Montague facilitates appropriate outcomes within the broader CoPP context and do not result in unintended consequences for existing employment and activity centres? This analysis will need to consider contemporary data and consider the broader inner metro context beyond Fishermans Bend.
- How do the "creative makers" being attracted to Montague support South Melbourne's existing creative businesses?
- What are the specific land use and build form controls required to best attract and support the businesses sought for Montague?

Specifically, it may be beyond the scope of the MPIP, but as it includes Actions around attracting and incentivising creative industry start ups, it is important to consider the potential economic impacts on South Melbourne. The economic and employment Actions proposed within should be considered in the broader context of Port Phillip's (and the inner urban area) MACs and Enterprise Precinct in South Melbourne. Accordingly, it is concerning that the recommendations identified in the MPIP may have unintended consequences on the economic viability and functioning of CoPP's existing employment areas.

## CONNECTIONS TO SOUTH MELBOURNE

Linking Montague to its broader urban context, specifically the South Melbourne enterprise precinct and activity centre should be a critical priority.

### **South Melbourne Market/Activity Centre:**

There is an opportunity to improve the link between Montague Precinct and South Melbourne through place-making, signage and street design interventions.

South Melbourne Market is one of the major drawcards to the area. Since 1867, South Melbourne Market has been a treasured inner-city landmark and a favourite amongst locals and visitors. It is the quintessential village market, a place where people come not only to purchase fresh food, but to meet, eat, drink, shop, discover, share and connect. With annual visitation of at least 4 million people the South Melbourne Market is a major retail destination which directly contributes to the amenity and vibrancy of the Structure Plan area.

There are also opportunities to explore how to leverage the strength of the South Melbourne Market to provide greater benefit for the whole area. Leveraging the Market's strength as an anchor that draws people from a broad catchment will encourage people to spend more time within the broader South Melbourne Major Activity Centre. This, in turn, boosts foot traffic, benefiting local businesses and contributing to the Market's overall success and vibrancy.

### **Rezoning the "Industrial Triangle"**

The Draft South Melbourne Structure Plan recommends rezoning the industrial 'Triangle' (bounded by City Road, York Street, Ferrars St) to Commercial 2 Zone. This area is one of the last remaining areas of industrially zoned land in the municipality following the rezoning of Fishermans Bend to Capital City Zone.

Despite the industrial zoning, the area primarily accommodates offices and larger format retail premises. There is a mix of businesses operating in the area, including professional services, creative industries and retailers, many of which are accommodated in adapted warehouse spaces.

This proposed rezoning affords opportunity to improve connections over City Road between South Melbourne and Montague.

## ACTIVE FRONTAGES AND FLOODING

It is well recognised that Montague is a low-lying area subject to severe flooding. Because of that, before implementing any flood mitigation and/or stormwater treatment infrastructure (e.g. distributed storage, raingardens), in-situ geotechnical investigations are needed to verify the groundwater level, soil properties, hydraulic conductivity, among other issues.

As drafted, the MPIP does not address the significant barrier to achieving active frontages in the precinct that is presented by the level changes developments are required to incorporate at the ground floor imposed by Melbourne Water. The finished floor levels required by Melbourne Water for the area can currently be in excess of 3 metres above the existing natural ground level. This presents a real challenge to activation of the street level.

The Fishermans Bend Framework includes initiatives to reduce the severity of future flood events in the area. Since its release, further work has been underway including release of:

- Fishermans Bend Water Sensitive City Strategy
- Good Design Guide for Buildings in Flood Affected Areas in Fishermans bend, Arden, and Macauley.
- Fishermans Bend Public Realm IWM Planning - Distributed storages and treatment measures (GHD, 2023)

These documents provide high level goals and general urban design guidance for flood mitigation and safety in streetscapes and development. Given their broad scope, there is further work involved in identifying localised preferred design outcomes in Montague.

The Draft MPIP should incorporate recommendations from these documents and provide localised guidance that clarifies preferences for:

- street levels and configuration in the public realm with respect to incremental street upgrades and development activity
- ground floor levels and configuration in private development
- Implications for the active frontage network.
- Implications for the already developed sites to respond to street levels and public realm upgrades



## ACTIVE FRONTAGES

The Fishermans Bend Framework was supported by land use, economic and urban design assessment that identified the urban structure, land use mix and scale of future development. It is understood that the Victorian Government will not be revisiting matters relating to land use mix, built form capacity and scale as part of the MPIP.

The Draft MPIP introduces an updated and extended network of streets and laneways with active frontages. The locations of active frontages are logical at plan-view. However, concern is raised about the impact on land use mix, particularly retail, and whether the high quantity of active frontages has been over-extended beyond what is viable and sustainable for the precinct.

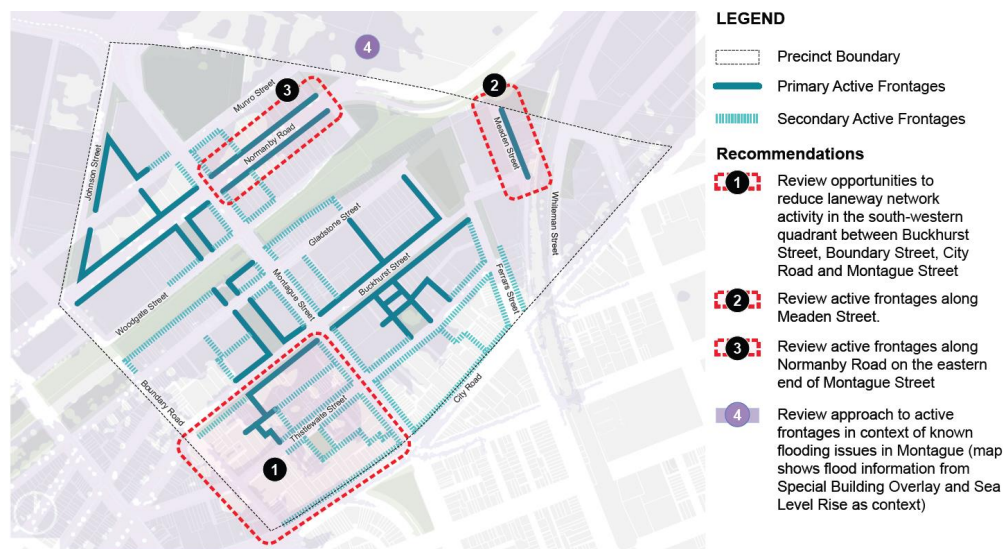
Figure 6: Active Frontages – Interpretation of Draft MPIP recommendations



It is recommended the Draft MPIP:

- Communicates the assumed land use mix from the Fishermans Bend Framework and illustrates how the updated network of active frontages supports and is supported by this context (see previous recommendations for the Precinct Plan summary section). Precinct level active frontages map is demonstrated in mapping below. The draft should also include the updated network of active frontages in context with laneway and open space network
- Considers a simplified and consolidated network of active frontages. Specifically:
  - Review whether primary active frontages are appropriate along Meaden Street.
  - Review the level of laneway activity in the south-western quadrant between Buckhurst Street, Montague Street, City Road and Boundary Street.
  - Review the role of active frontages Normanby Road (given that additional through-block activation is now creating off-street activity further east and south), whether the extent of primary active frontage at the eastern end of Normanby should be reduced.
  - Clarify and illustrate the various outcomes supported by primary and secondary active frontages in terms of commercial, retail or other uses such as residential.

Figure 7: Active Frontages – Key Areas Requiring Review



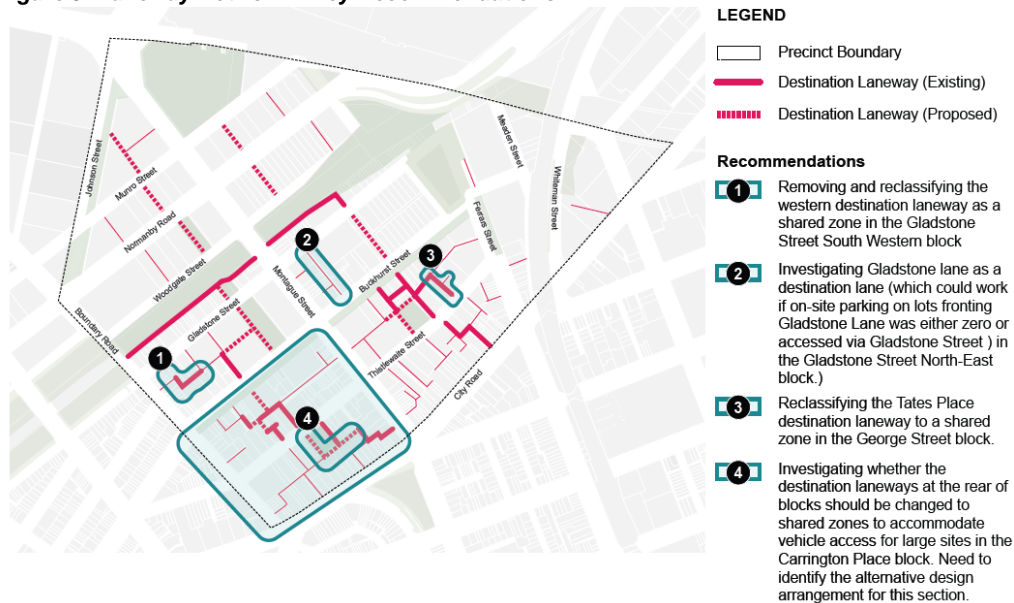
## DESTINATION LANEWAY NETWORK

The Draft MPIP introduces an updated and extended network of laneways, including the concept of Destination Laneways. Each laneway has its own functions and attributes, with varying levels of complexity to deliver and manage. Figures 8 and 9 summarise what is proposed in the Draft MPIP, and Council's key areas of concern. Further explanation is provided subsequently.

Figure 8: Laneway Network – Interpretation of Draft MPIP recommendations



**Figure 9: Laneway Network – Key Recommendations**



The broad issues are:

- The Victorian government has not undertaken traffic modelling to test if the proposed destination laneways or signalised intersections can support the expected traffic volumes or adequately provide service and access requirements. Congestion will be a critical issue and no interventions to address this have been proposed.
- It is suggested that there may be benefit in undertaking further economic, transport and movement and urban design analysis to understand the specific requirements and conditions required to activate laneways while also supporting the daily functions of businesses, and movement within and beyond the precinct.
- Rather than nominating the laneways strategy as future work (Action 2.1.1 Future Work states: *Develop a 'destination laneway' strategy to balance activation aspirations with access and servicing needs*), the MPIP should include detailed design approach to inform the laneway strategy with regards to diverse levels of activity, service, and safety across all laneways in Montague Precinct. This level of understanding will need to be incorporated into the revised planning controls, for example, understanding the loading requirements and where vehicle crossovers are or are not allowed.

Further important questions to consider include:

- Which lanes can accommodate movement in and out of 30 storey residential towers?
  - Are basement car parks possible?
  - Are there flooding implications on these access requirements. For example, do car park entrances need to be located above flood levels?
  - How are the access requirements met in flood events?
- Laneways are proposed to provide many functions (access to properties, deliveries, hospitality, movement through Fishermans Bend, walkways and so on). However, the basic service function is unresolved, and more work needs to be done to ensure that vehicle access and movement requirements are appropriately managed and do not undermine the vision for destination laneways.
- It is also unclear what will draw pedestrians into the laneways that do not provide a direct and convenient link between key destinations. For example, what is the destination between Wolseley Lane and City Road? Council would instead suggest focusing on interventions that

could improve movement over City Road to the South Melbourne Market and Major Activity Centre, with Ferrars street and its intersection being a key feature.

It will be vital to understand if the laneways in Montague have capacity and width to accommodate access to larger new developments, and the implications of the 'destination' classification on their current and future functioning. This is a key issue that Council needs to actively manage (lane widening, traffic light signalling, waiting bays etc) in areas transitioning to higher density (such as Domain Precinct).

The MPIP draws inspiration from the CBD laneways, however the context of laneways in the CBD varies greatly from Montague. The laneway network in the CBD is successful because it conveniently links pedestrians with key destinations, there is a higher density of people, and the lanes accommodate small rental spaces in proximity to the larger or expensive retail spaces on the principal streets.

As an example, the background technical analysis undertaken for the South Melbourne Structure Plan identified that the laneways protect the main streets from loading, crossovers etc to allow them to be meaningfully activated. South Melbourne's main streets (Clarendon, Coventry, York) are free from loading and vehicle crossovers as the lanes accommodate these important service requirements. The interaction between mainstreet and laneway activation is an important relationship to define for the centre.

## LANEWAYS AND CREATIVE INDUSTRIES

Work to underpin Council's South Melbourne Structure Plan found that convenient site access is often a vital consideration for a number of creative businesses in South Melbourne. Draft MPIP Key Move 1 includes the aspiration to attract temporary creative industries as part of the place activation of Montague. There is a need to identify how the "creative industries" can function in proximity to residential uses. Storage of certain chemicals and materials cannot coexist with new dwellings, and amenity issues such as noise complaints are likely. Creative industries often require 24 hour delivery and/or access, and therefore may not be able to accommodate the closure of laneways for pedestrians only at certain times, as takes place in Melbourne's CBD.

## LANEWAY NETWORK FUNCTIONALITY – TRANSPORT REPORT FINDINGS AND NEXT STEPS

The STNAMP Report has identified preliminary issues with the proposed laneway network's function and design. The report notes that:

- A series of Destination Laneways are proposed in the draft MPIP where car access is limited to prioritise pedestrian activity. This is aimed at "creating a high-amenity, safe and immersive journey through Montague", similar to the laneways of the CBD. As noted above there are many differences between the CBD and Montague context, and while the street and laneway network is spatially comparable, the context is quite different when considering the area's land use intensity, density and activity generated from surrounding neighbourhoods.
- A review of the classification of a number of the proposed Destination Laneways is needed.
- As it relates to the environmental and theoretical capacity of laneways, there are several definitions for assessing the appropriate quantity of vehicles using a laneway (or Shared Zone). The Planning Scheme identifies an indicative maximum daily traffic volume of 300 vehicles for Access Laneways 5.5 metres wide.
- There are several laneways in the study area that provide rear property access. A number of these laneways are less than 5.5 metres wide (allowing for one-way movement at a time only) and some are dead ends or include 90 degree bends. In these instances, the actual capacity will be less than 300 vehicles per day as there is the potential of vehicles getting blocked if entering and exiting in opposing directions.

- New land uses will generate traffic onto laneways based on their estimated traffic generation rates. The level of traffic generated onto a laneway is linked to the type of use and also car parking supply. In this regard, car parking provisions in new developments will play a pivotal role in the ability of a laneway to act as a Destination Laneway.

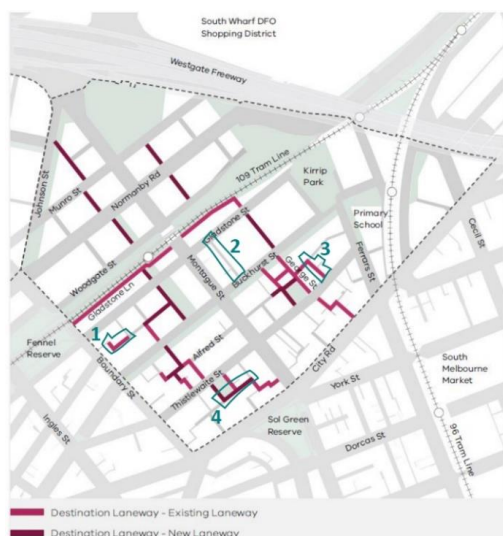
The report includes specific recommendations to investigate for the laneway network as noted in Figure 10 below. Council would seek to progress investigation of items 2 to 4 within the map, and requests the consideration of item 5 (as also noted under Active Frontages above).

The overall recommendations are:

- Identify the scope of work required to resolve the laneway strategy.
- Resolve the function and design and laneway network as part of the finalisation of the MPIP .
- Consider simplifying and consolidating the Destination Laneway network (and quantum of active frontages) towards locations that are the most likely and straightforward to deliver, and cause the least conflicts with other transport needs, such as loading and pedestrian safety.
- Consider / investigate introducing maximum car parking rates in addition to current parking rate reductions in the planning scheme and the proposed bonus incentives.

The laneway network is an integral part of the MPIP's urban structure, functionality and character. It is Council's strong preference that the laneway strategy be resolved upfront and embedded within the final MPIP, rather than noting this as a future action.

Figure 10: Laneway issues identified in strategic transport network assessment report



#### Key Issues Identified in transport reporting

1. Removing or reclassifying the western Destination Laneway as a Shared Zone in the Gladstone Street South West Block.
2. Investigating Gladstone Lane as a Destination Lane (which could work if onsite parking on lots fronting Gladstone Lane was either zero or accessed via Gladstone Street) in the Gladstone Street North-East Block.
3. Reclassifying the Tates Place Destination Laneway to a Shared Zone in the George Street Block.
4. Investigating whether the Destination Laneways at the rear of blocks should be changed to shared zones to accommodate vehicle access for large sites in the Carrington Place Block. Need to identify the alternative design arrangement for this section.
5. Consider reducing laneway activation in the south-western quadrant between Buckhurst Street, Boundary Street, City Road and Montague Street due to complexity of design and delivery (compared with opportunities elsewhere), and to consolidate economic activity.



## THEME 5 – PLANNING CONTROLS, HERITAGE & CHARACTER

### SUMMARY OF RECOMMENDATIONS

These points are also listed Part A

- Council requests the receipt and review of the planning controls that will form part of the planning scheme amendment that implements the MPIP.
- Council requests the receipt and review of all Making Montague supporting material prior to finalisation of the MPIP for the upcoming planning scheme amendment.
- Council recommends including additional planning scheme amendment actions that implement Heritage Reviews, Urban Forest, and Water Sensitive City Strategy guidance, alongside any additional relevant Council adopted strategy or policy, such as Places to Live: Port Phillip Housing Strategy.
- Council seeks to integrate proposed new or updated Heritage Places into the MPIP and associated planning scheme amendment based on the findings of Council's Fishermans Bend Heritage Review: Montague Stage, 2021, prepared by RBA Architects and Conservation Consultants.
- Council has noted several issues and concerns in the discussion points of this submission, regarding how the Draft MPIP recommendations are intended be implemented in the planning scheme. Council has made some suggestions within the discussions points for consideration by the Government, but has not presented them as final recommendations, as these issues require further refinement.

### BACKGROUND INFORMATION AND STRATEGIC JUSTIFICATION TO SUPPORT THE PLAN AND FUTURE PLANNING SCHEME AMENDMENT

Council raises serious concern with the lack of background technical information and strategic justification underpinning the ideas proposed in MPIP and proposed to support its implementation via a planning scheme amendment.

If the design proposals in the MPIP are to be supported by technical work produced as part of the Fishermans Bend Framework, this should be explicitly stated and referred to throughout the document. Given the Framework was released in 2018 it is likely this technical analysis will need to be updated in response to changes proposed in the MPIP, more recent information and government policy.

By way of comparison to demonstrate the depth of analysis required by the Victorian Government to support strategic planning work implemented by Council, here is a list of strategic justification work undertaken to inform development of South Melbourne Structure Plan:

- South Melbourne Built Form Review 2023 (prepared by Hodyl & Co)
- South Melbourne Heritage Built Form Review 2023 (prepared by GJM Heritage)
- South Melbourne Heritage Gaps Analysis 2023 (prepared by Trethowan)
- South Melbourne Public Realm Framework 2024 (prepared by City of Port Phillip)

- South Melbourne Employment, Economic and Land Use Study 2023 (prepared by Urban Enterprise with Echelon Planning)
- South Melbourne Transport and Movement Study 2023 (prepared by Ratio)
- South Melbourne Activity Centre Boundary Report 2023 (prepared by City of Port Phillip)
- South Melbourne Zoning Anomalies Report 2023 (prepared by City of Port Phillip)
- The draft SMSP is also informed by Council's municipal-wide strategies currently being prepared, including the Housing Strategy and the Spatial Economic and Employment Framework.

## PRELIMINARY ISSUE IDENTIFICATION – FOR DEVELOPMENT OF PLANNING CONTROLS

The Draft MPIP includes several innovative ideas, some of which are untested in the Victorian context. Council has the below points of concern with proposed PSA implementation actions and how they will be applied:

ISSUE	CONSEQUENCES	RECOMMENDATION
Deterministic attitude to land uses, such as sites for "anchor retail" and "destination laneways", without considering market forces or owner options. (Action 29 - Alter the Design and Development Overlay Schedule to strengthen guidance for active uses including anchor retail and destination retail/entertainment businesses)	The Design and Development Overlay cannot control land use.  Requires compulsory acquisition or site-specific zoning (and potential long wait).  Destination laneways are difficult to establish outside of a vibrant central city context.	Economic and land use study to underpin changes to land use mix.  Need to identify appropriate planning mechanisms.  Consider adopting a flexible approach to land use, which is inherent in the Capital City zoning, taking advantage of development opportunities as they arise.
Precise street cross sections, particularly carriageway narrowing and access limitations, without supporting traffic advice.	Taken together the proposals would appear to have a major impact on traffic flow and site servicing.	Undertake an updated traffic study to assess the impact of the proposed streetscape works.
Limited site access options with proposed restriction of both main street and laneway frontage access, with suggested no parking or remote parking on smaller sites.	May leave many sites without appropriate servicing or parking access, noting that most sites require service vehicle access. In the medium term some parking is needed while consolidated parking options have not been committed.	Precinct parking approach requires more work to underpin the MPIP recommendations.  Map frontage access restrictions (and other controls) in a practical manner ensuring all significant sites have clear options.  Pilot test centralised parking and servicing approach.
Introduction of (industrial) character protection for sites not covered by heritage controls.	Default expansion of heritage provisions not foreseen in the planning scheme, adding a further level of complexity and prompting design responses that are at best tokenistic.	Need to identify appropriate planning mechanisms.  No specific planning controls are proposed, so the design proposals are mere suggestions, which should be removed to a Design Guidelines appendix. This is a broader MPIP issue.
Consolidates significant public open space provision on private land.	The implementation mechanisms to achieve this public open space provision would appear to rely on open space contributions (now rolled in with the DCP). Costs are likely to be high and funding long term, with unfunded	MPIP should review open space provision mechanisms, such as transfer of development rights (see below), or in default recalibrate what is practically achievable.

	sites such as Montague North Park being expensive and not well located.	
Transfer of development rights between sites is indicated to facilitate conservation and possibly open space provision, but the necessary mechanisms are absent.	Other renewal precincts such as Arden (and Central Melbourne) have adopted a Floor Area Ratio (FAR) system to cap development capacity and therefore enable negotiation of how it is to be configured or moved elsewhere.	<p>Need to identify appropriate planning mechanisms.</p> <p>Current legislation does not allow transfer between independent sites, but FAR's are still a powerful mechanism which should also be introduced in Fishermans Bend (CoPP is proposing FARs for South Melbourne).</p> <p>Current height and dwelling density controls do not allow the same clear negotiations.</p>
Explore planning incentives for developments that propose zero car parking.		<p>Need to identify appropriate planning mechanisms.</p> <p>This is an issue that may be best addressed through the updated VPP parking provisions.</p> <p>How might these incentives be technically implemented into the planning scheme?</p>
Proposed design guidelines for flood affected sites Action 28 - Implement design guidelines for flood affected sites with emphasis on delivering vibrant and active key retail spaces.	Does not acknowledge severity of the issue in that most sites in Montague are severely flood affected and subject to significant requirements imposed by Melbourne Water, such as raised floor levels of typically 3m+. Fails to account for the large number of existing approvals or developments already under construction with these ground floor level changes.	Guidelines should take a holistic approach to integration with the public realm, addressing issues such as how to achieve activated streetscapes when dealing with such drastic level changes between the public and private realm.



## HERITAGE IMPLEMENTATION

Fishermans Bend has a distinctive mix of industrial, commercial and residential heritage typologies from development spanning the early and mid-20th century. Some sites already have Heritage Overlay protections, while others require further investigation as part of the project's integrated planning and development process.

In 2018, the Fishermans Bend Framework committed to further heritage analysis being undertaken alongside precinct planning.

To inform the MPIP, Council has since commissioned the Fishermans Bend Heritage Review: Montague, 2021, prepared by RBA Architects and Conservation Consultants.

Council supports the government's inclusion of the heritage sites into the Draft MPIP. Council seeks to ensure that:

- The heritage review findings should be incorporated into the MPIP and associated planning scheme amendment. Integration of the two allows for a more resolved planning and design response.
- Any implications for built for capacity are resolved through the MPIP.

Figure 11 shows the existing Heritage Overlays in Montague. Figure 12 summarises the recommendations of the Heritage Review, introducing new or revised heritage places. The full report has been provided to the Victorian Government for consideration separately of this submission.

*Figure 11: Existing Heritage Overlay Sites in Montague*

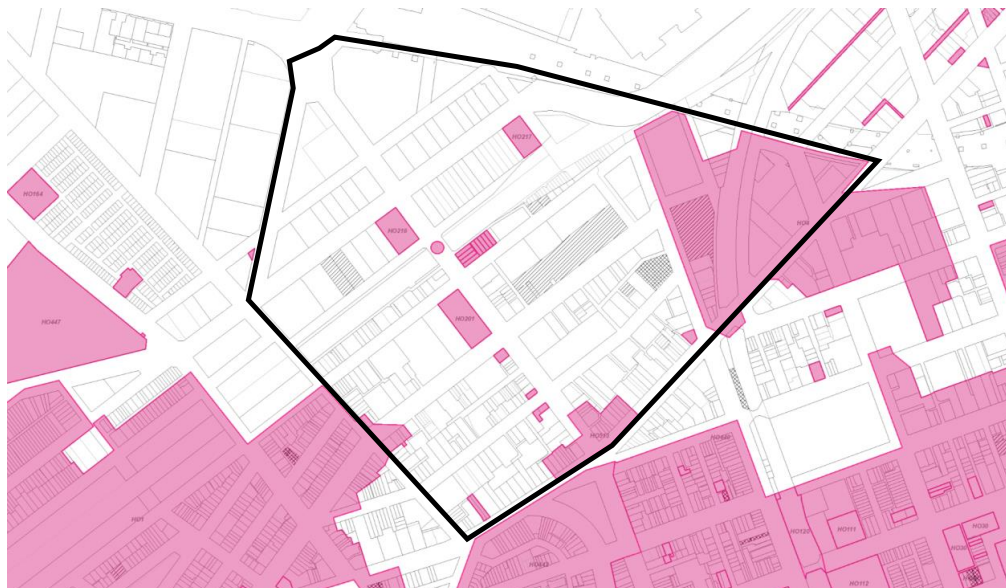
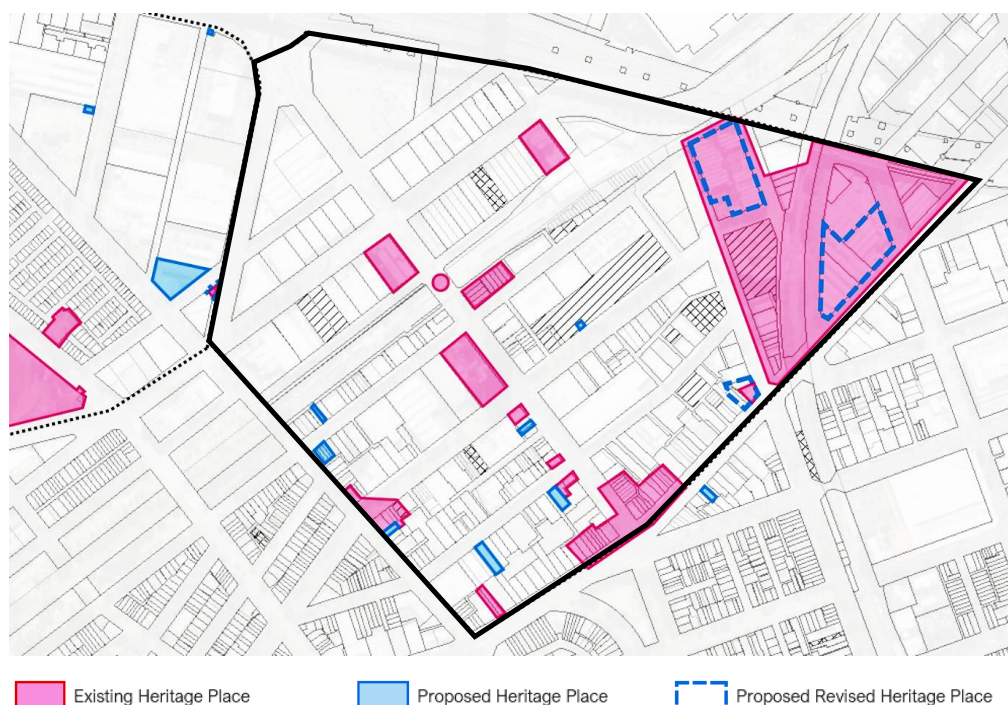


Figure 12: Existing and Proposed Heritage Places in Montague (Heritage Review findings)



The Heritage Review recommends revised citations for these places:

- Union Can Co Complex (111-121 Ferrars Street, 2 Meaden Street and 2-4 Douglas Street, Southbank) – additional citation no. 2638.
- Johns & Waygood Complex (400-430 City Road, Southbank) – revised existing citation no. 2317.

The Heritage Review recommends new citations for these places:

Citation	Name + Address	Description
2137	Wayside Inn and Shops 446, 448, 450-452 City Road, South Melbourne	Federation period corner hotel with adjacent group of three shops.
2394	Neal & Meighan Garage (former) 81-85 Thistlethwaite Street, South Melbourne	Interwar period, Moderne style garage.
2396	Factory (former) 123 Thistlethwaite Street, South Melbourne	Single storey, Interwar period factory.
2397	Produce Store (former) 427 City Road, South Melbourne	Two storey, Federation period produce store.
2406	Electricity Substations Serial Listing 62 Buckhurst Street, 31 Brady Street, 56 White Street and 98 Johnson Street, South Melbourne	Four Interwar period substations 98 Johnson Street has an existing individual heritage overlay (HO470)
2407	Montague Row Houses Serial Listing 34 Boundary Street, 126 & 128 Montague Street, 181, 183, 185, 187 & 190 Gladstone Street, South Melbourne	Eight single storey brick residences of the Victorian and Federation periods.

## CHARACTER INTEGRATION APPROACH

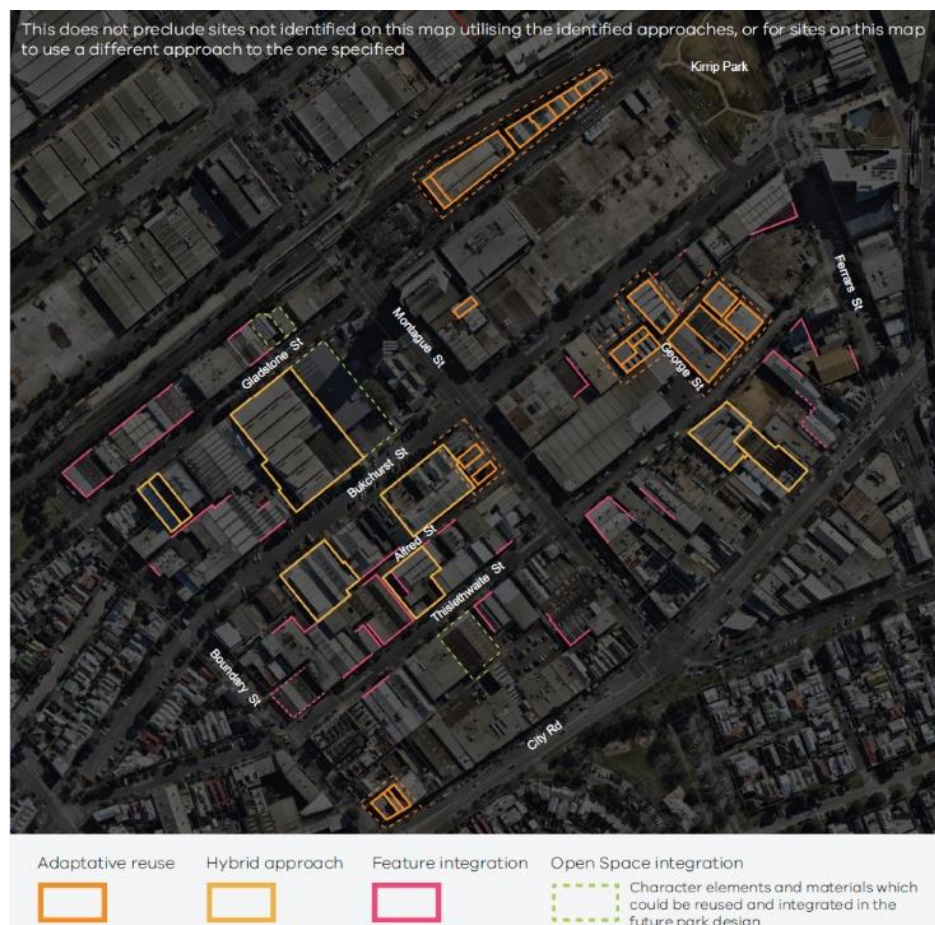
Montague's character is intertwined with its heritage. Protecting and enhancing this character is a defining element of the vision for making Montague. Council is highly supportive of efforts made to define these outcomes through the Draft MPIP.

The MPIP includes recommendations to integrate character elements into contemporary development. This broadly takes three paths:

- **Heritage buildings** – those existing or proposed within the Heritage Overlay that meet the relevant thresholds for heritage significance.
- **Character buildings** – those buildings and elements that do not meet heritage thresholds of significance, but which have character features that are otherwise important in shaping the future character of Montague.
- **General design guidance** – Including responsive character elements in the design of new buildings.

The MPIP identifies the relevant character features across Montague for protection, and recommends three character integration approaches for future development, including adaptive re-use, hybrid approaches, and feature integration. These are summarised in Figure 13.

Figure 13: Draft MPIP Identification of preferred redevelopment approach (character integration)





Action 2.2.1 of the MPIP states:

*Amend the Port Phillip Planning Scheme to define character elements and establish design guidance for their integration into contemporary development*

Council notes that investigative work on how these ideas can be implemented should have been completed to inform the MPIP, to ensure that the vision realistically can be delivered. A technical background built form review should inform the MPIP and provide specific guidance on this to inform revised planning provisions.

### **Recommendations**

Council is highly supportive of the overall vision for character feature retention and integration as part of redevelopment. This is considered a defining part of the place creation approach in Montague.

Council seeks further clarification about how the vision will be regulated in the planning scheme, specifically:

- Ensuring an appropriate design response, by including character integration design guidance as proposed in the MPIP.
- Ensuring greater uptake of character feature integration, by including the MPIP's proposed density bonus scheme as proposed in the MPIP.
- Complementing the character integration guidance and incentive schemes with a demolition permit trigger that ensures character features are not demolished prior to these considerations without due consideration through the planning process. More on this below.
- Adaptive reuse of character buildings may be difficult to achieve with the current Victorian Planning Provision "tools" available. It would be beneficial if the MPIP explored mechanisms to achieve this, such as use of Floor Area Ratio, and tested them before implementing into the Port Phillip Planning Scheme.

### **Demolition Permit Triggers**

The concept of protecting and incentivising the retention of character features that do not meet a heritage threshold in commercial and mixed use areas is a new approach in the Victorian context that highlights a gap in the current planning toolkit.

There are two standard demolition permit triggers available in the Victorian Planning Provisions: the Heritage Overlay (HO); and the Neighbourhood Character Overlay (NCO).

Neither of these standard controls apply to the character integration concept in the Draft MPIP, although it is important to highlight that the NCO holds some similarities.

The Victorian Government's *Planning Practice Note 91: Using Residential Zones* notes that the NCO can be used when the following criteria can be met:

- the proposed area exhibits existing characteristics that need to be protected, or need to be changed to achieve a preferred character
- the area, relative to the rest of the municipality, can be demonstrated to require a specific approach to neighbourhood character
- the application of local planning policy, the objectives and standards of clause 54 and clause 55 or variations to clause 54 and clause 55 in the schedule to the residential zone will not meet the neighbourhood character objectives for that area.

The NCO control is restricted to residential settings where Clause 54 and 55 of the planning scheme apply to most developments, meaning it is not relevant to the majority of development in Fishermans Bend. However, the NCO achieves a similar purpose to that which is proposed in Montague's urban renewal setting, indicating that the Victorian Planning System has contemplated this approach before.

It is suggested the MPIP could be a pilot project for a new planning control, that supports demolition protection permit triggers and potentially includes character integration guidance for exceptional

circumstances in urban renewal settings such as Montague. Fishermans Bend is considered a good testing ground for such an approach in the Victorian context.

The Victorian Planning System and the Victorian Planning Provisions requires constant evolution to manage complex urban renewal issues such as those presented in Fishermans Bend. Similarly innovative ideas have been proposed in urban renewal settings across Melbourne in recent years, including:

- The introduction of the Commercial 3 Zone to regulate mixed use development – a control that was specifically developed to address a gap in planning tools that was identified when planning for the Cremorne Innovation Precinct.
- The use of the Special Use Zone to regulate mixed use development within the West Melbourne Structure Plan area in planning scheme amendment C309.
- The introduction of Floor Area Uplift and Floor Area Ratio concepts in Victorian as part of the Fishermans Bend Framework's planning scheme amendment GC81.

Council seeks to work with the State Government to formulate appropriate planning controls to deliver on the MPIP vision.

## **COUNCIL INVOLVEMENT IN DEVELOPMENT OF THE MPIP PLANNING SCHEME AMENDMENT AND REFERENCE MATERIAL.**

Council has previously held a partnership agreement with the Victorian Government to deliver on the Fishermans Bend Vision. This includes partnering with the Fishermans Bend Taskforce on earlier phases of developing the MPIP.

Council notes that the Draft MPIP references several items of supporting material, including:

- Draft planning scheme amendment (DJPR, 2022)
- Overview of changes to the Fishermans Bend Framework (DJPR, 2022)
- Further background material in relation to 'Making Montague' content (DJPR, 2022)
- 'Implementing the Montague Vision - Options for retaining and enhancing Montague's character and mix' (Echelon Planning, June 2021)
- 'Transport Planning Review, Fishermans Bend – Network Assessment' (WSP, May 2021)
- 'Fishermans Bend Urban Ecology Study' (GHD, CRC for Water Sensitive Cities, RMIT University, September 2020)
- 'DRAFT Good Design Guide for Buildings in Flood Affected Areas - Fishermans Bend, Arden and Macaulay' (Melbourne Water, City of Melbourne, City of Port Phillip, June 2021)

Several of these items have not been shared with Council as part of the MPIP development process.

Council has not been involved in the development of planning controls associated with the Draft MPIP. Council seeks to work with the Victorian Government to ensure that the upcoming planning controls are well resolved to deliver on the MPIP's vision. Until Council sees the controls, it is unclear whether the vision is actionable and to what extent issues identified by Council have been addressed.

The recommendations are:

- Council requests the receipt and review of the draft planning scheme amendment content, including policies and controls, that are proposed to implement the MPIP in the Port Phillip Planning Scheme.
- Council requests the receipt and review of all Making Montague supporting material prior to finalisation of the MPIP for the upcoming planning scheme amendment, including involvement in any updates.

## ADDITIONAL ACTIONS

The following additional actions are recommended. Commentary about each is included elsewhere in this Council submission.

- **Heritage Review Implementation**  
Proposed Action 2.2.5 - Alter the Port Phillip Planning Scheme to integrate the findings of the Fishermans Bend Heritage Review: Montague Stage, 2021, prepared by RBA Architects and Conservation Consultants
- **Urban Forest Strategy or Tree Management Plan**  
Proposed Action X.1.1 – Develop a localised Urban Forest Strategy or Tree Management Plan for Montague.
- **Urban Forest – Tree retention and urban greening guidance**  
Proposed Action X.1.2 - Alter the Port Phillip Planning Scheme to introduce tree retention and management controls and guide urban greening outcomes in the private and public realm.
- **Water Sensitive City Strategy – Integrated water plan**  
Proposed Action X.1.3 - Implement the Water Sensitive City Strategy Actions in Montague.
- **Water Sensitive City Strategy – Integrated water plan**  
Proposed Action X.1.4 - Alter the Port Phillip Planning Scheme to strengthen guidance and requirements for integrated water management and flooding to deliver the Fishermans Bend Water Sensitive City Strategy actions.
- **Implement all other relevant Council endorsed strategy or policy**  
Proposed Action 2.2.6 - Alter the Port Phillip Planning Scheme to integrate the findings of any other relevant Council endorsed strategy or policy such as Places to Live: Port Phillip Housing Strategy.

## THEME 6 – SUSTAINABILITY, URBAN FOREST AND INTEGRATED WATER MANAGEMENT

### SUMMARY OF RECOMMENDATIONS

These points are also listed Part A

- The extent of localised sustainability, greening and integrated water management issues in the Montague Precinct warrants a dedicated section to this in the precinct plan.
- Incorporate the best available flooding, sea level rise and storm surge data and ensure all ideas presented respond to the challenges this presents.
- Address the implications of the urban heat island effect on Montague.
- Include direction for urban forest, landscape and biodiversity priorities in streetscapes.
- Identify significant and mature trees for retention – or identify/include 'Tree Management Plan' that can manage change to the canopy over time. Given the timespan and changes on streets, it's likely planning for interim tree planting will be necessary before final tree placement on streets is achieved. Adequate funding for this transition will be required.
- Provide direction and timelines regarding undergrounding of powerlines, or upgrading of other major underground infrastructure eg. storm water, so that tree planting can be planned accordingly. Shifting major infrastructure will have an impact on the ability to forward plant trees due to the potential for root damage to occur with ground works, or canopy damage with above ground equipment.
- Include planning scheme action relating to Urban Forest – tree retention controls and urban greening guidance in streets and lanes.
- Identify how Water Sensitive Urban Design, tree planting and biodiversity can be delivered together.
- Include planning scheme action relating to Water Sensitive City Strategy – integrated water management Implementation

The Fishermans Bend vision is “A thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation”. The Framework includes goals for a climate resilient (goal 4), water sensitive (goal 5), and biodiverse (goal 6) community, all of which could be supported with more emphasis in the Draft MPIP.

### SUSTAINABLE INFRASTRUCTURE KEY MOVE

A new Key Move or section for sustainability and sustainable infrastructure is recommended (this has been discussed in more detailed under Theme 1 – Document Aim and Structure above).

### CLIMATE CHANGE

The MPIP should specifically understand and address the implications of flooding and the urban heat island effect, both of which directly impact Montague.

Council recommends the MPIP considers the latest flooding, sea level rise and storm surge data and ensure all ideas presented respond to the challenges this presents.

For Montague to be a successful, thriving precinct it is imperative that the MPIP considers:

- What new developments and the public realm need to do to address flooding within the precinct

- Whether flood mitigation measure been proposed for the Public Realm have been responded to within private development
- Green & blue infrastructure to improve stormwater treatment, flood mitigation and reduce heat islands

## URBAN FOREST

The vision of a walkable community with significant tree canopies across streetscapes is welcomed.

Objective 4.3 of the Fishermans Bend Framework includes a commitment that '*Tree planting to deliver 50% urban forest canopy coverage in public spaces by 2050*'. This is supported by two strategies that require quality tree planting in streets and open spaces:

- Strategy 4.3.1 – Ensure tree and plant selection will consider future climates. A diversity of indigenous, native, and exotic species will be planted to create a resilient urban forest.
- Strategy 4.3.2 – Design and construct new streets to support the growth of existing and new large healthy trees including irrigation with recycled water.

The canopy tree planting target necessitates significant infrastructure planning and investment, not only relating to the number, size, and species of trees, but also to land remediation, and construction requirements associated with ensuring these trees are embedded in streetscape upgrades appropriately to reach their required size and quality at maturity. This includes making space for increased planting areas in streets, and dealing with site contamination, flood-resistant plant species, adequate soil volumes, and integrating the trees into major or ad-hoc street upgrade projects. Threats to tree placement to achieve canopy targets should also be acknowledged and direction to integrate optimal tree placement as a consideration of service utility placement, crossover and parking configurations, footpath and awning widths should be included.

As part of managing the transition, there is also a need to understand which parts of the existing environment should be retained and protected – for example by identifying significant and mature trees for retention. Recognising that the protection of these trees is a challenge during ongoing construction and final infrastructure works, and periodic flood events. At a base level tree protection for preserving existing trees, both existing now and trees planted during transition configurations, needs to be considered in terms of final configuration and how future infrastructure and civil works can be carried out while preserving trees in a healthy condition. Current development in Montague demonstrates that this is an emerging challenge.

In Actions 3.1.1 (develop design and technical standards to manage the transformation of the public realm including guidance on the delivery of recreation, biodiversity and water sensitive urban design assets) and 3.1.2 (manage the transition of local streets using a 'local street upgrade toolkit') do not acknowledge the changes to utilities infrastructure that are required to enable increasing canopy cover and developing WSUD, and if those changes can be done incrementally as the Plan suggests. For example, pipe upgrades underneath street networks, moving services, undergrounding powerlines will all impact on the tree canopy. This should at least be acknowledged as a challenge to confront that pose a significant threat to maintaining existing trees, and to trees planted in early transitions.

Similar space related challenges to locate and install sustainable energy and public waste and recycling infrastructure should be acknowledged, both in the long term and during the transition. For example, the provision of space for public on-street bins and waste collection or, potentially, neighbourhood batteries to support the local electricity network needs to be resolved with consideration of greening and utilities infrastructure.

The MPIP does not clarify how urban forest, greening and biodiversity opportunities will be maximised in streetscapes alongside other priorities. It is unclear how the urban forest vision will co-exist with other transport modes on-street, such as vehicle access requirements for properties or building awnings, particularly along Buckhurst Street. It is unclear how the urban forest is integrated with water



management, and how transition phases in streets integrate rain gardens and WSUD including planting. Further development of the design is needed.

The MPIP should address at minimum the spatial elements of the urban forest including:

- A detailed framework plan addressing urban forest, landscape and biodiversity priorities in streetscapes
- Recognise that biodiversity requires a diverse structure of vegetation, more than trees and ground covers, and identify how diverse vegetation structures can work within other streetscape and open space factors.
- Identify major infrastructure upgrades and options and map the conflict with existing and transition tree planting
- Identify significant and mature trees for retention
- Include planning scheme action relating to Urban Forest - Tree retention controls and urban greening guidance in streets and lanes.

The MPIP focuses on streetscape vegetation, mostly tree canopy. Given the sustainability objectives to establish an urban forest using streets, open spaces and private realm initiatives the MPIP should explore how green walls fronting the public realm can contribute to the urban forest in key areas including Buckhurst St and small plazas through the laneway network. As the walls will be private realm, incentives or planning controls for green wall provision should be considered.

## INTEGRATED WATER MANAGEMENT

The Draft MPIP needs to be developed to fully incorporate the Framework's sustainability goals of 'a low waste community' and 'a low carbon community', and management of the area's contaminated soil and groundwater'.

The low-lying topography, high water table and periodic flooding events in the Montague Precinct indicate that without mitigation, these impacts will increase in severity and frequency due to sea level rise and increasingly unpredictable weather patterns related to climate change.

The Framework has targets for flood reduction and to improve water quality and reduce nutrients and pollutants flowing to the bay. However, in the MPIP, there is a lack of clarity on how climate change, urban ecology and water quality outcomes will be achieved. Each Key Move should describe how it will contribute to creating a climate resilient precinct living with flood water and mitigating heat and wind.

The Draft MPIP provides that most private development and public land need to incorporate flood mitigation and water sensitive urban design features. Council and the Victorian Government have collaborated on development of a Fishermans Bend Water Sensitive City Strategy (released in May 2020). The Draft MPIP should identify how the Strategy will translate into place-based guidance and actions in Montague Precinct. There was also the investigation about the Fishermans Bend Public Realm IWM Planning - Distributed storages and treatment measures (GHD, 2023) to identify the types of infrastructure and locations to mitigate floods and treat stormwater.

Council understands that the Victorian Government is undertaking further studies, including an Urban Ecology Study, to detail how the MPIP aspirations should be integrated into the design of public realm works. While this is welcomed, there needs to be tangible actions to ensure that any required works in Montague Precinct are planned, delivered and funded.

Working with the Victorian Government, Council has commenced preliminary work required to ensure effective water management. This includes Integrated Water Management case studies to help developers understand how they can deliver on the Water Sensitive City requirements in the Framework and planning controls. These case studies have been published and the study's recommended changes need to be incorporated into future planning scheme amendments as part of implementation of the MPIP.

## THEME 7 – INFRASTRUCTURE DELIVERY AND IMPLEMENTATION ACTIONS

### SUMMARY OF RECOMMENDATIONS

These points are also listed Part A

- Council is concerned with the lack of allocated project funding for local infrastructure upgrades within the Fishermans Bend DCP, which will undermine the Fishermans Bend Framework and MPIP vision. There does not appear to be a clear plan for how most local streets will be delivered.
- Council has made a separate submission to Planning Scheme Amendment GC224 (Fishermans Bend Development Contributions Plan and Open Space Uplift Mechanism) which is relevant to outcomes being delivered through the Montague Precinct Implementation Plan.
- The Draft MPIP should be updated and realigned alongside the DCP process, identifying what is funded and not-funded, and how the vision will be delivered through both pathways. The issue of unfunded streets and public spaces, and how they will be resolved through other pathways, is core to delivery of the Draft MPIP vision.
- The MPIP should include a consolidated action plan at the end of the document. Several recommendations are provided to add and consolidate actions within the Plan. However the full list of actions will need to be updated once the previous submission recommendations have been addressed, including document structure.

Implementation of the Fishermans Bend Framework requires an integrated approach to precinct planning, infrastructure funding and financing.

Council notes that the Draft MPIP was released alongside the Fishermans Bend Urban Renewal Area Development Contributions Plan and Open Space Uplift Mechanism (Planning Scheme Amendment GC224). The plans appear to align and complement each other – providing clarity about funding and delivery of some of key proposals set out in the MPIP.

Council has made a separate submission to Planning Scheme Amendment GC224 which is relevant to outcomes being delivered through the Montague Precinct Implementation Plan.

- Council notes that there is a difference between what is funded in the DCP for Montague, and what is envisioned in Fishermans Bend Framework and Draft MPIP, which requires further work to resolve.
- Council's concern is that, following operational handover, these gaps become Council's responsibility as Council is the public land and assets manager in the majority of cases. Council's risk is that it may have to manage and maintain infrastructure that is not fit for purpose, does not deliver the MPIP vision and places an unnecessary financial burden on ratepayers.
- Council has requested the release of a comprehensive funding and finance strategy for all infrastructure classifications and categories, including a detailed Precinct Infrastructure Plan, and a DCP governance and implementation strategy. This is relevant to both the DCP and the MPIP processes.
- For general comment on DCP funding and delivery timing, refer to Council's submissions to planning scheme amendment GC224.

Council would like to work with the government to update and finalise and align the DCP and MPIP infrastructure recommendations, and therefore has withheld commenting on the infrastructure delivery planning issues set out in section 4.1 (Implementation Approach) of the Draft MPIP this submission.

Council has not commented on the Draft MPIP's infrastructure delivery approach in this MPIP submission, as the organisation cannot meaningfully comment on the MPIP's infrastructure actions, staging and delivery without resolution of the broader infrastructure funding and finance approach for Fishermans Bend.

## IMPLEMENTATION PLAN

Council seeks to engage with the Taskforce to clarify the work program and funding responsibilities prior to finalisation of the MPIP. Further comments about the infrastructure delivery actions are provided earlier in this submission under the item: 'Infrastructure Funding, Finance and Delivery'.


The Draft MPIP lists a range of further strategy and technical pieces as future work without clear direction on timeline, funding and delivery mechanisms in the Montague Precinct implementation plan.

It is Council's view that some of these items should have been actioned and funded by the State as part of developing the MPIP, particularly matters like:

- Laneway Strategy
- Parking Precinct Plan
- Local Street Toolkit

Excluding these items from the scope of the MPIP development is an example of cost-shifting to local government.

MPIP Actions have been extracted and arranged by theme (catalyst initiatives) to assist with Council's review and to group feedback in a concise format. In this table:

 MPIP actions are extracted and arranged in the white cells with respect to the catalyst initiatives

 CoPP proposed additional actions are suggested in orange cells

 CoPP additional comments are in grey cells

Catalyst Initiatives	MPIP Action Description	Action Title	Action Type	COPP Officer Classification for review process	CoPP Comments
Catalyst Initiative 1.1 – Establish a place creation presence in the precinct					
1.1.1	→ Explore the creation of a space or hub that can support cooperative activities and provide a 'front door' to the wider community and those that are interested in the development of the precinct.	<b>Creative projects</b>	Future work	Place creation	Supported.

1.1.2	→ Develop a place transition strategy to lessen the impacts of construction and change on businesses and residents.	<b>Transition Strategy</b>	Future work	Strategy/Technical work actions	Supported
1.1.3	→ Develop an economic development strategy to support and attract vision-aligned business and development investment.	<b>Economic development strategy</b>	Future work	Strategy/Technical work actions	Supported with suggested changes. The long term economic approach for Fishermans Bend is reasonably well defined in the Fishermans Bend Framework and associated background reports. Council agrees with the need for short-term localised economic development actions in Montague. However, Council also seeks to avoid too many implementation actions, particularly given that each precinct plan will require similar short-term localised economic and place-making work. With this in mind there are synergies between the economic development strategy action and place-making strategy actions. Council suggests these be combined into a single more comprehensive action with a more localised and short term economic and place-making strategy scope.
1.1.4	→ Sponsor design competitions to promote best practice in the fields of architecture, urban design, landscape architecture and public art	<b>Design competitions</b>	Future work	Place creation	Supported
<b>Catalyst Initiative 1.2 – Activate the precinct with creative projects</b>					
1.2.1	→ Pilot infrastructure upgrades that showcase the Vision for the precinct.	<b>Future vision pilots</b>	Infrastructure delivery	Incremental place creation and pilot project actions	Supported
1.2.2	→ Investigate the establishment of a fund to develop and deliver creative projects.	<b>Creative projects</b>	Future work	Incremental place creation and pilot project actions	Supported
1.2.3	→ Develop a placemaking strategy with strong alignment with creative industry in consultation with residents, businesses and landowners with a focus on short term temporary activations.	<b>Placemaking strategy</b>	Future work	Strategy/Technical work actions	Supported with suggested changes. Refer to comment above about combining with the economic development strategy action.
<b>Catalyst Initiative 2.1 – Establish a network of 'destination laneways'</b>					

2.1.1	→ Develop a 'destination laneway' strategy to balance activation aspirations with access and servicing needs.	<b>Laneway Strategy</b>	Future work	Strategy/Technical work actions	The need to resolve the laneway approach is agreed. Council's preference is to address the core issues as far as practicable within the Draft MPIP rather than as a further action. This is a key gap that should be scoped into the precinct planning project given its importance in the Montague context. More context provided earlier in this submission under Themes 3 and 4 for: 'Street Network' and 'Active Frontages and Laneway Network'. More context is also provided in response to 'local street toolkit' action below.
2.1.2	→ Investigate the potential to establish a precinct parking plan.	<b>Precinct Parking Plan</b>	Future work	Strategy/Technical work actions	Potentially supported. However as noted in prior feedback, some elements of parking need to be resolved in developing the Precinct Plan. This requires further review.
2.1.3	→ Trial ways to integrate emerging micro-mobility options.	<b>Testing Micro-mobility</b>	Future work	Place creation	Supported
<b>Catalyst Initiative 2.2 – Integrate existing character into urban renewal</b>					
2.2.1	→ Amend the Port Phillip Planning Scheme to define character elements and establish design guidance for their integration into contemporary development.	<b>Design Guidance</b>	Planning Scheme Changes	Planning Scheme Changes	The direct inclusion of Planning Scheme Amendment (PSA) actions in the MPIP is supported. Due to lack of information provided, Council is unable to comment on the proposed PSA content. Further comments about these actions are provided earlier in this submission under the item 5: 'Planning controls, heritage and character integration'.
2.2.2	→ Explore planning incentives to encourage the delivery of workspace for small enterprise in the form of start-ups and scale ups, particularly for creative industry.	<b>Affordable workspace incentives</b>	Future work	Place creation	Supported
2.2.3	→ Amend the Port Phillip Planning Scheme to encourage the adaptive reuse of character buildings.	<b>Character integration</b>	Planning Scheme Changes	Planning Scheme Changes	The direct inclusion of Planning Scheme Amendment (PSA) actions in the MPIP is supported. Due to lack of information provided, Council is unable to comment on the proposed PSA content. Further comments about these actions are provided earlier in this submission under the item: 'Planning controls, heritage and character integration'.

2.2.4	→ Explore planning incentives for developments that propose zero car parking.	<b>Transport density bonus</b>	Planning Scheme Changes	Planning Scheme Changes	The direct inclusion of Planning Scheme Amendment (PSA) actions in the MPIP is supported. Due to lack of information provided, Council is unable to comment on the proposed PSA content. Further comments about these actions are provided earlier in this submission under the item: 'Planning controls, heritage and character integration'.
2.2.5	Alter the Port Phillip Planning Scheme to integrate the findings of the Fishermans Bend Heritage Review: Montague Stage, 2021, prepared by RBA Architects and Conservation Consultants	<b>Heritage controls</b>	Planning Scheme Changes	Planning Scheme Changes	New Action proposed. Context provided earlier in this submission under the item: 'Planning controls, heritage and character integration'
2.2.6	Alter the Port Phillip Planning Scheme to integrate the findings of any other relevant Council endorsed strategy or policy such as Places to Live: Port Phillip Housing Strategy.	<b>Planning policy</b>	Planning Scheme Changes	Planning Scheme Changes	New Action proposed.
<b>Catalyst Initiative 3.1 – Upgrade Montague's local streets</b>					
3.1.1	→ Develop design and technical standards to manage the transformation of the public realm including guidance on the delivery of recreation, biodiversity and water sensitive urban design assets.	<b>Design and Technical Standards</b>	Infrastructure delivery	Strategy/Technical work actions	Supported, work underway by Council. Council agrees with the need for this item and is already actioning the work.

3.1.2	→ Manage the transition of local streets using a 'local street upgrade toolkit'.	<b>Local Street Toolkit</b>	Infrastructure delivery	Strategy/Technical work actions	<p>Supported, work underway by Council. Local street function and design are key elements that in Council's view should have been scoped into this precinct planning project as a topic to be more fully resolved.</p> <p>Given that the Draft MPIP excludes this element, and due to the urgency to address these issues, Council has decided to action this work to supplement the MPIP's development.</p> <p>Council has commissioned:</p> <ul style="list-style-type: none"> <li>• Strategic Transport Network Assessment</li> <li>• Montague Public Spaces Design Document (a local street upgrade toolkit).</li> <li>• Standard Design Drawings.</li> </ul> <p>These projects will be finalised prior to completion of the MPIP, and their findings should be embedded into the MPIP as relevant.</p> <p>More context is provided earlier in this submission under the items 3 and 4 for: 'Street Network' and 'Active Frontages and Laneway Network'.</p> <p>A coordinated approach to Infrastructure delivery is supported in-principle.</p>
3.1.3	→ Upgrade Johnson Street and Boundary Street North of the 109-light rail route.	<b>Johnson St and Boundary St North</b>	Infrastructure delivery	Long term street and open space upgrade actions	<p>This support is subject to further work on project funding priorities and rationalisation through the Fishermans bend Urban Renewal Area Infrastructure Funding Strategy process.</p>
3.1.4	→ Upgrade Ferrars Street to improve safety and amenity around Kirrip Park and South Melbourne Primary School.	<b>Ferrars Street</b>	Infrastructure delivery	Long term street and open space upgrade actions	<p>Council seeks to engage with the Taskforce to clarify the work program and funding responsibilities prior to finalisation of the MPIP.</p> <p>Further comments about the infrastructure delivery actions are provided earlier in this submission under the item: 'Infrastructure Funding, Finance and Delivery'</p>
<b>Catalyst Initiative 3.2 – Deliver new open spaces</b>					
3.2.1	→ Facilitate the delivery of the future parks at George Street and Whiteman Street as part of the redevelopment of the sites.	<b>George Street and Whiteman Street</b>	Infrastructure delivery	Long term street and open space upgrade actions	<p>A coordinated approach to Infrastructure delivery is supported in-principle.</p> <p>This support is subject to further work on project funding priorities and rationalisation through the</p>

3.2.2	→ Deliver the future Thistlethwaite Street Park.	<b>Thistlethwaite St Park</b>	Infrastructure delivery	Long term street and open space upgrade actions	Fishermans bend Urban Renewal Area Infrastructure Funding Strategy process.  Council seeks to engage with the Taskforce to clarify the work program and funding responsibilities prior to finalisation of the MPIP.
3.2.3	→ Investigate the future creation of additional small plaza spaces, including at the intersection of Doran Street and Normanby Road	<b>Doran St and Normanby Rd</b>	Infrastructure delivery	Long term street and open space upgrade actions	Further comments about the infrastructure delivery actions are provided earlier in this submission under the item: 'Infrastructure Funding, Finance and Delivery'.
<b>Catalyst Initiative 4.1 Transform Buckhurst Street into a vibrant main street</b>					
4.1.1	→ Pilot changes to Buckhurst Street that showcase and test its future role as a 'city hub' and 'green street'.	<b>Buckhurst Street - interim</b>	Infrastructure delivery	Incremental place creation and pilot project actions	Supported. Also refer to suggested new action for the full upgrade of Buckhurst Street below.
4.1.2	→ Deliver additional signalised intersections along Montague Street to facilitate access and distribute traffic movements away from Buckhurst Street.	<b>Montague St Intersections</b>	Infrastructure delivery	Long term street and open space upgrade actions	A coordinated approach to Infrastructure delivery is supported in-principle.  This support is subject to further work on project funding priorities and rationalisation through the Fishermans bend Urban Renewal Area Infrastructure Funding Strategy process.  Council seeks to engage with the Taskforce to clarify the work program and funding responsibilities prior to finalisation of the MPIP.  Further comments about the infrastructure delivery actions are provided earlier in this submission under the item: 'Infrastructure Funding, Finance and Delivery'.
<b>Catalyst Initiative 4.2 Deliver the 'Montague Walk'</b>					
4.2.1	→ Investigate ways to improve the level of service of the public transport network in the precinct for the existing and projected population.	<b>Public Transport Level of Service</b>	Future work	Strategy/Technical work actions	Supported



4.2.2	→ Investigate sites for a future art and cultural hub with a focus on Montague's creative economy.	<b>Art and Cultural hub site selection</b>	Future work	Place creation	Supported. Council highlighted in its 2018 submission to Planning Scheme Amendment GC81 (Fishermans bend Framework) that there is support for the future adaptation of the Montague Continuing Education Centre for this purpose.
4.2.3	→ Secure sites on the Montague Walk and utilise existing buildings as interim sites for place creation and small enterprise.	<b>Montague Walk (a)</b>	Infrastructure delivery	Place creation	A coordinated approach to Infrastructure delivery is supported in-principle.  This support is subject to further work on project funding priorities and rationalisation through the Fishermans bend Urban Renewal Area Infrastructure Funding Strategy process.
4.2.4	→ Transform secured sites of the Montague Walk into activated laneways and open spaces.	<b>Montague Walk (b)</b>	Infrastructure delivery	Long term street and open space upgrade actions	Council seeks to engage with the Taskforce to clarify the work program and funding responsibilities prior to finalisation of the MPIP.
4.2.5	→ Investigate upgrades to the Montague Bridge Light Rail Station to improve capacity, accessibility, wayfinding and platform amenity.	<b>Montague Bridge light rail</b>	Infrastructure delivery	Long term street and open space upgrade actions	Further comments about the infrastructure delivery actions are provided earlier in this submission under the item: 'Infrastructure Funding, Finance and Delivery'.
<b>Catalyst Initiative 5.1 Improve the safety &amp; amenity of arterial roads (Montague Street)</b>					
5.1.1	→ Undertake a Strategic Transport Impact Assessment on the proposed network of signalised intersections in Montague that considers the modal targets in the <i>Fishermans Bend Framework</i> and broader network considerations.	<b>Strategic Transport Impact Assessment</b>	Future work	Strategy/Technical work actions	Suggest integrating the street network and transport findings of the Strategic Transport Network Assessment, Montague Precinct, June 2022, prepared by Ratio Consultants (STNAMP Report) commissioned by Council.
5.1.2	→ Prioritise upgrades to Montague Street to improve safety and amenity for cyclists and pedestrians while improving drainage outcomes.	<b>Montague St - Streetscape</b>	Infrastructure delivery	Long term street and open space upgrade actions	A coordinated approach to Infrastructure delivery is supported in-principle. This support is subject to further work on project funding priorities and rationalisation through the Fishermans bend Urban Renewal Area Infrastructure Funding Strategy process. Council seeks to engage with the Taskforce to clarify the work program and funding responsibilities prior to finalisation of the MPIP. Further comments about the infrastructure delivery actions are provided earlier in this submission under the item: 'Infrastructure Funding, Finance and Delivery'.

Catalyst Initiative 5.2 Improve the safety & amenity of arterial roads (Normanby Road)					
5.1.2	→ Transition Normanby Road into one of Melbourne's great boulevards improving greening, cycling and pedestrian conditions and public transport integration	<b>Normanby Rd - streetscape</b>	Infrastructure delivery	Long term street and open space upgrade actions	A coordinated approach to Infrastructure delivery is supported in-principle. This support is subject to further work on project funding priorities and rationalisation through the Fishermans bend Urban Renewal Area Infrastructure Funding Strategy process. Council seeks to engage with the Taskforce to clarify the work program and funding responsibilities prior to finalisation of the MPIP. Further comments about the infrastructure delivery actions are provided earlier in this submission under the item: 'Infrastructure Funding, Finance and Delivery'.
Catalyst Initiative 5.3 Improve the safety & amenity of arterial roads (City Road)					
5.1.3	→ Pursue the delivery of protected cycling lanes along City Road as a major cycling corridor to a range of regional attractions.	<b>City Road</b>	Infrastructure delivery	Long term street and open space upgrade actions	A coordinated approach to Infrastructure delivery is supported in-principle. This support is subject to further work on project funding priorities and rationalisation through the Fishermans bend Urban Renewal Area Infrastructure Funding Strategy process. Council seeks to engage with the Taskforce to clarify the work program and funding responsibilities prior to finalisation of the MPIP. Further comments about the infrastructure delivery actions are provided earlier in this submission under the item: 'Infrastructure Funding, Finance and Delivery'.
Catalyst Initiative 5.4 Improve the safety & amenity of key gateways					
5.2.1	→ Upgrade the City gateway at the end of Meaden Street to improve the safety and amenity of the tram stop and access to Junction Park.	<b>Meaden Street / Westgate Freeway undercroft</b>	Infrastructure delivery	Long term street and open space upgrade actions	A coordinated approach to Infrastructure delivery is supported in-principle.  This support is subject to further work on project funding priorities and rationalisation through the Fishermans bend Urban Renewal Area Infrastructure Funding Strategy process.
5.2.2	→ Explore ways to improve the pedestrian and cycling journey from the north of the precinct to the River, South Wharf and Docklands.	<b>Docklands/South Wharf connections</b>	Future work	Long term street and open space upgrade actions	Council seeks to engage with the Taskforce to clarify the work program and funding responsibilities prior to finalisation of the MPIP.

					Further comments about the infrastructure delivery actions are provided earlier in this submission under the item: 'Infrastructure Funding, Finance and Delivery'.
<b>X.0 Deliver a green and blue precinct (Sustainability)</b>					
X.1.1	Develop a localised Urban Forest Strategy or Tree Management Plan for Montague.	<b>Urban Forest Strategy or Tree Management Plan</b>	Future work	Strategy/Technical work actions	New action to ensure this element of the work remains prominent when actioning the MPIP.
X.1.2	Alter Port Phillip Planning Scheme to introduce tree retention and management controls and guide urban greening outcomes in the private and public realm.	<b>Urban Forest - Tree retention and urban greening guidance</b>	Planning Scheme Changes	Planning Scheme Changes	New Action proposed: Context provided earlier in this submission under the items for: 'Planning controls, heritage and character integration' and 'Sustainability, Urban Forest and Integrated Water Management'.
X.1.3	Implement the Water Sensitive City Strategy Actions in Montague	<b>Integrated Water Management Plan</b>	Future work	Strategy/Technical work actions	New action to ensure this element of the work remains prominent when actioning the MPIP. Recommendation based on the outcomes proposed by the report "Fishermans Bend Public Realm IWM Planning - Distributed storages and treatment measures (GHD, 2023)."
X.1.4	Alter Port Phillip Planning Scheme to strengthen guidance and requirements for integrated water management and flooding to deliver the Fishermans Bend Water Sensitive City Strategy actions.	<b>Integrated Water Management Plan</b>	Planning Scheme Changes	Planning Scheme Changes	New Action proposed. Context provided earlier in this submission under the items for: 'Planning controls, heritage and character integration' and 'Sustainability, Urban Forest and Integrated Water Management'.



**10.4** **COUNCIL SUBMISSION TO THE VICTORIAN GOVERNMENT'S FISHERMANS BEND URBAN RENEWAL AREA DEVELOPMENT CONTRIBUTIONS PLAN (PLANNING SCHEME AMENDMENT GC224)**

**EXECUTIVE MEMBER:** **BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND DEVELOPMENT**

**PREPARED BY:** **GARETH NEVIN, SENIOR PROGRAM MANAGER FISHERMANS BEND**

**1. PURPOSE**

- 1.1 To seek endorsement of the submission in response to the State Government's proposed Draft Planning Scheme Amendment GC224 which introduces the Fishermans Bend Urban Renewal Area Development Contributions Plan (DCP), Open Space Uplift mechanism (OSU) and associated planning scheme provisions.

**2. EXECUTIVE SUMMARY**

- 2.1 The Victorian Government's proposed Draft Planning Scheme Amendment GC224 proposes a Fishermans Bend Urban Renewal Area Development Contributions plan (DCP), Open Space Uplift mechanism (OSU) and associated planning scheme controls.
- 2.2 Council's Amendment submission has been developed in two stages:
- 2.2.1 The preliminary submission was endorsed by Council at its meeting on 06 December 2023 and subsequently provided to the State Government.
- 2.2.2 The full submission (now presented for Council endorsement) was developed based on the preliminary submission and further analysis undertaken during the community consultation period.
- 2.2.3 This submission forms the basis of Council's representations through the planning scheme amendment process, including at the future Precincts Standing Advisory Committee. A Draft of this full submission was submitted on a 'without prejudice' basis to the State Government to meet the official deadline for submissions on 23 February 2024.
- 2.3 While broadly supportive of the proposed approach to secure funding for infrastructure in Fishermans Bend, the submission is critical of several matters, set out thematically in the submission that require further resolution through the amendment process, including: the approach to integrated planning and infrastructure strategy; a major local infrastructure funding gap (preliminarily estimated to be at least \$600 million); allocation of project funding for open space, community hubs, drainage and transport projects; and details within the planning provisions.

**3. RECOMMENDATION**

That Council:

- 3.1 Endorses the City of Port Phillip submission to Draft Planning Scheme Amendment GC224 - Fishermans Bend Development Contributions Plan and Open Space Uplift mechanism (Attachment 1).



- 3.2 Notes that the submission will form the basis of the City of Port Phillip's engagement with the Department of Transport and Planning, in the interest of resolving issues where possible prior to a Precincts Standing Advisory Committee.
- 3.3 Authorises the CEO, or their delegate, to make administrative changes and correct any errors, that do not materially affect the intent of the submission, prior to submission to the Department of Transport and Planning.
- 3.4 Authorises the CEO, or their delegate, to make adjustments to the submission and subsequent advocacy before the Precincts Standing Advisory Committee process as necessary if further information on the draft DCP or the draft Amendment GC224 transpires through the process consistent with the thrust of Council's endorsed submission provided Council is kept briefed on those changes.
- 3.5 Requests the Department of Transport and Planning to release the updated scope and cost information that has formed the basis of the draft Development Contributions Plan projects in sufficient time to enable them to be reviewed by Council and other submitters.
- 3.6 Requests the Mayor write to the Victorian Government seeking a commitment to the eventual funding and delivery of the Fishermans Bend Tram servicing the Sandridge and Wirraway Precincts.
- 3.7 Requests the CEO, or their delegate, to write to the Victorian Government seeking commitments to:
  - 3.7.1 release a comprehensive funding and finance strategy for all infrastructure classifications and categories.
  - 3.7.2 release the updated scope and cost information that has formed the basis of all draft DCP projects in sufficient time to enable them to be reviewed by Council and other submitters.
  - 3.7.3 development of an updated Fishermans Bend Partnership Agreement, and an infrastructure governance and implementation strategy.
  - 3.7.4 confirmation of process, timeframes and eventual funding for the delivery of catalytic infrastructure, including the Fishermans Bend tram and Melbourne Metro 2.
  - 3.7.5 Collaborative development and finalisation of the Montague, Sandridge and Wirraway Precinct Implementation Plans, and a commitment to the review and update of any approved DCP as part of the Precinct Implementation Plan processes.

#### 4. KEY POINTS/ISSUES

##### **Background**

- 4.1 Fishermans Bend is Australia's largest urban renewal project, covering 480 hectares of land located in the heart of Melbourne. The Fishermans Bend Framework (Framework) was released by the State Government in 2018, providing a plan for the area's transformation to an area housing 80,000 residents and providing employment for up to 80,000 people.
- 4.2 The Framework is the State Government's plan for a network of parks, schools, roads, transport and community facilities and services to transform Fishermans Bend into a precinct for residents and employment over the next 30 years. As Australia's largest



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urban renewal precinct, the scale and extent of expected transformation is unprecedented.

- 4.3 The Framework was implemented in the Port Phillip and Melbourne Planning Schemes in 2018. It outlines the key infrastructure required to support the urban renewal of the precinct, and the need for a detailed infrastructure plan and funding strategy for its implementation.

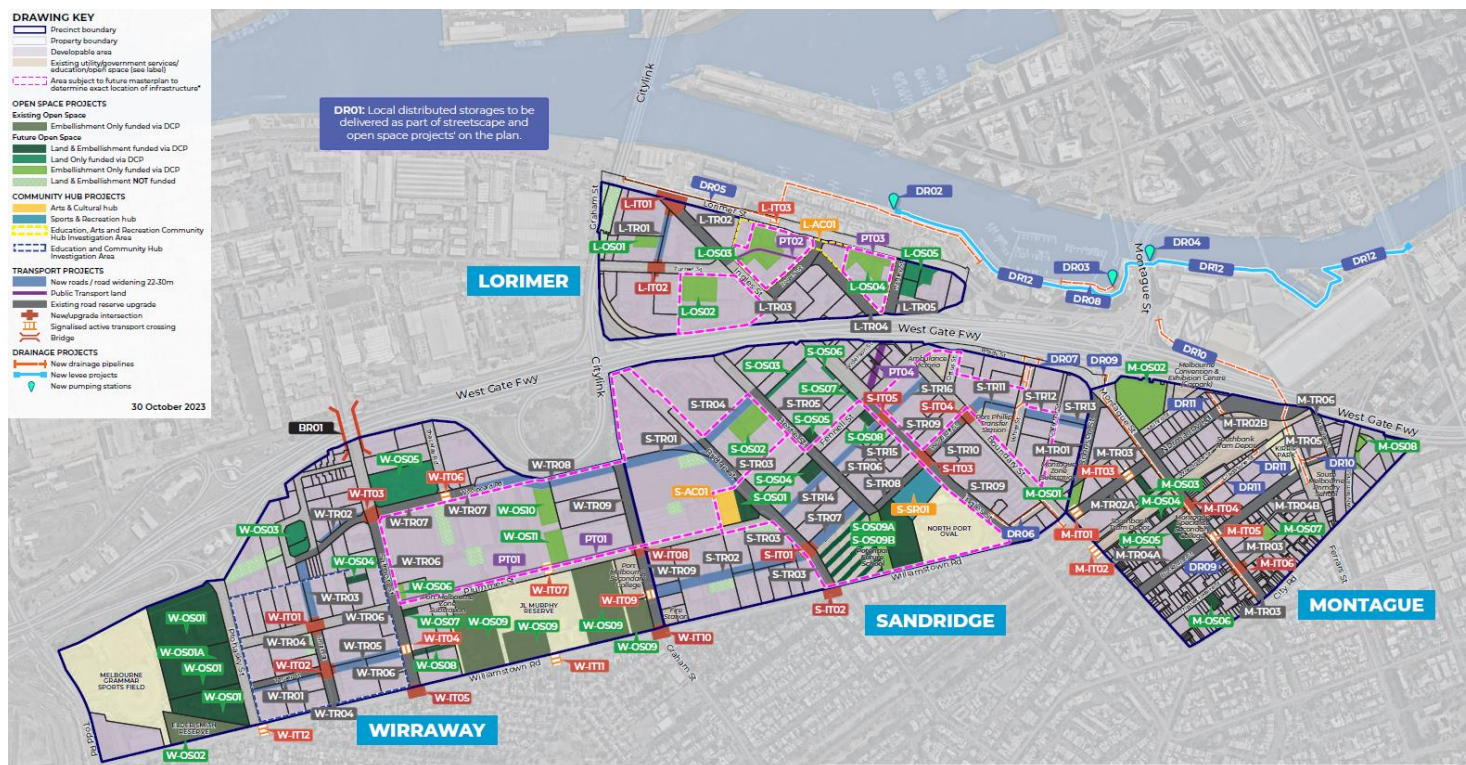
## Overview of the Amendment

- 4.4 Draft Planning Scheme Amendment GC224 ('the Amendment') is proposed to implement the 'Fishermans Bend Urban Renewal Area Development Contributions Plan' ('the DCP') and the 'Fishermans Bend Open Space Uplift mechanism' ('the OSU') by introducing new planning provisions into the Port Phillip and Melbourne Planning Schemes for the four Capital City zoned precincts of the Fishermans Bend Urban Renewal Area. The amendment can be accessed online via the Engage Victoria Website:

<https://engage.vic.gov.au/fishermans-bend-urban-renewal-area-development-contributions-plan>

## What is the DCP mechanism?

- 4.5 A Development Contributions Plan (DCP) is a planning scheme mechanism for funding basic and essential infrastructure required by a new community. The Draft Fishermans Bend DCP proposes to fund approximately \$2.45 billion of what is deemed 'essential infrastructure' in Fishermans Bend, including open space, community hubs, transport projects, and drainage projects. The funded infrastructure projects are shown in the summary map below, extracted from page 10 of the Draft DCP.



### **What is the OSU Mechanism?**

- 4.6 To complement the Draft DCP, the State Government proposes an 'Open Space Uplift' (OSU) planning mechanism to create a development incentive to help fund land for parks. The OSU mechanism would enable a 'density bonus' (allowing for additional approved dwellings) where developers agree to provide land designated in the Framework for public open space. A total of 21 OSU candidate sites have been nominated across the precinct (16 are within the City of Port Phillip precincts). These sites have been tested to confirm capacity to deliver open space on site and accommodate additional dwelling density, within existing built form planning controls. The OSU relies on providing an incentive, much like the current social housing uplift, where developers would make the land contribution to achieve additional yield. The OSU and the Social Housing Uplift, which already exists in the scheme, are to operate concurrently.



#### **LEGEND**

-  Precinct boundaries
-  Public open space site - eligible for Open Space Uplift

### **How has the State Government approached infrastructure funding via the DCP and OSU?**

- 4.7 State Government entities are nominated as 'Development Agency' and 'Collecting Agency' for the DCP, meaning that the State Government is taking leadership and responsibility for the collection of DCP contributions, the delivery of the associated projects, and associated risks.
- 4.8 The DCP proposes a single state-administered Development Infrastructure Levy (DIL) that integrates contributions towards community infrastructure, open space, and major drainage and flood mitigation infrastructure into a single consolidated charge. Major drainage projects have been integrated into the DCP to avoid the need for a separate urban renewal cost recovery charge/development services scheme. This will ensure that development is levied once, and contributions are consolidated into one fund managed by the State.



- 4.9 The DCP identifies three categories of infrastructure, with 'Essential infrastructure' being the focus of the DCP funding:
- 4.9.1 'Catalytic infrastructure' – includes public transport, schools, and health services that will have a transformational effect on the urban renewal of the area. This infrastructure is intended to be funded and delivered by State Government.
  - 4.9.2 'Essential infrastructure' – includes infrastructure required to establish the future urban structure of the area, such as precinct and neighbourhood open spaces, streets that make up the key movement network, key community hubs, and major drainage and flood mitigation infrastructure. This infrastructure is intended to be largely funded by development contributions, with some contribution from other government sources such as local government.
  - 4.9.3 'Local infrastructure' – includes some open spaces, the network of minor streets and laneways and other community facilities. This infrastructure is intended to be funded and delivered through a combination of works normal to the development of sites and incrementally by local government capital expenditure.
- 4.10 It is noted that:
- 4.10.1 The DCP proposes a capped Development Infrastructure Levy (DIL) charge of approximately \$34,635 per dwelling and \$286 per square metre of non-residential gross floor area (both adjusted annually). The levy has been identified by the State Government as an amount that is feasible for developers and that will not affect development uptake. The levy generates a natural budget limitation on how much infrastructure can be funded by the DCP.
  - 4.10.2 The DCP will fund approximately \$2.45 billion of infrastructure projects. Forecast DCP revenue is estimated as approximately \$1.7 billion (based on the DIL charge and forecast development uptake), resulting in an estimated shortfall of at least \$700 million. Council understands that the revenue shortfall will be the responsibility of the State Government to manage. How this shortfall is managed may affect other authorities including Council, as the timing and accumulation of revenue will impact on infrastructure delivery decisions over the life of the DCP.
  - 4.10.3 Some land required for open space projects that are a necessary part of the open space network are to be delivered through the OSU mechanism. The value of that land has not been identified in the Amendment, although it applies to 21 sites and is in addition to the approximate \$2.45 billion cost estimate set out in the DCP. That land is effectively "paid for" by providing increased development rights to certain landowners. The success of this mechanism will depend on whether it provides an appropriate level of incentive for the uptake.

**Key Issue – Information Gaps**

- 4.11 The draft DCP has not been accompanied by the following information and strategies, which are important to ensure that Council and our community has a clear understanding of the DCP and associated infrastructure commitments. These are relevant to the DCP process itself, and the broader infrastructure planning requirements in Fishermans Bend.
- 4.11.1 A comprehensive funding and finance strategy – this is critical to identify funding and delivery pathways for all infrastructure classifications, including





those within and separate of the DCP, and to provide greater certainty for all agencies and landowners involved in delivering infrastructure.

- 4.11.2 A governance partnership and implementation strategy – Council requires an understanding of how the government intends to manage the delivery of infrastructure. There is a need for to resolve governance and implementation requirements through partnerships and strategies that identifies the role of all agencies in the future work, including the prioritisation, planning, design and delivery of infrastructure.
- 4.11.3 Detailed DCP cost information – While some cost information has been released alongside the Amendment package, the information is not clear. Further clarity about project scope and cost information should be provided ahead of the advisory committee process to ensure that individual projects can be appropriately assessed by Council and other interested parties.
- 4.11.4 Commitments, or at minimum baseline assumptions, about public transport delivery and integration – to provide context for the assessment of relevant DCP proposals.
- 4.12 The DCP was released alongside the Montague Precinct Implementation Plan (MPIP), and this iterative process has assisted in informing the DCP.
- 4.13 The DCP has been prepared in absence of Precinct Implementation Plans (PIPs) for Sandridge, Wirraway and Lorimer Precincts. A commitment from the government to work with the City of Port Phillip is required, to complete the PIP work and to incorporate its outcomes into the Planning Scheme and the Development Contributions Plan at key milestones. It is important that the development of the DCP and the PIPs follow an iterative but aligned process. There is an opportunity to initially align the ongoing work on the MPIP with the current DCP process. There should be a commitment to review and if necessary update any approved DCP upon the finalisation of the other Precinct Implementation Plans which are likely to follow the current DCP process.

**Key Issue – Funding gap for essential and local infrastructure**

- 4.14 A key concern for Council is that the State Government has developed and released the DCP without an appropriate analysis of the implications for the funding and delivery of excluded 'Local Infrastructure'. Local infrastructure is a key element of the Fishermans Bend vision and is likely to provide more tangible community benefit if delivery is enabled by funding than a number of projects which are currently funded by the DCP but unlikely to be delivered in the time frame of the DCP.
- 4.15 A significant component of the Local infrastructure is not funded in the DCP, leaving a funding gap for Council and contributing to the delay in its delivery (assuming if it is delivered at all). The extent of this gap has not yet been finally quantified, but preliminarily estimates identify this to be at least \$600 million. Taking into account the statutory Financial Management Principles embedded in the Local Government Act 2020 Council is unable to commit to fund the likely shortfall in funding for Local infrastructure.
- 4.16 The submission identifies Local infrastructure projects that should be included in the DCP for funding and identifies infrastructure projects funded by the DCP that should be removed to make space for the funding of Local infrastructure projects that are considered Essential.



4.17 Other core concerns identified in the submission include:

- 4.17.1 The Fishermans Bend Framework vision effectively applies to all land and infrastructure, while the Fishermans DCP and OSU provide a funding pathway for only some of this infrastructure, leaving a significant and unaddressed gap.
- 4.17.2 A key assumption of the DCP is that, in addition to infrastructure funded via the DCP, other infrastructure will be funded through alternative sources including Council rates and charges, planning permit conditions and/or voluntary s.173 agreements with developers.
- 4.17.3 Council has limited ability to fund infrastructure. Council currently allocates around 5% of rates revenue to new and expanded capital projects. The allocation from the projected rates in Fishermans Bend between 2025-55 will generate between \$31 million and \$66 million depending on speed at which the projected development occurs. Additional Council investment is required for major urban renewal projects. However, even if the Council allocation was doubled to 10%, the available funding of between \$66 million and \$143 million over time, is insufficient to meet the component of the local infrastructure which is not funded by the DCP and which will be required to be provided by local government (estimated to be at least \$600 million).
- 4.17.4 A major risk is the funding framework's reliance on planning permit conditions and voluntary s.173 agreements to fund local infrastructure that is not funded by the DCP, such as improvements to local roads and the creation of new local roads and lanes. A concern is that the potential for funding and infrastructure delivery from these sources and mechanisms is over estimated, especially in the context of current legislative constraints. This is due to difficulties in negotiating local upgrades separately of proposed DCP contribution requirements, and aligning expectations between the Fishermans Bend vision and what can be determined as a necessary as a result of the grant of the permit (per section 62(5)(c) of the Planning and Environment Act 1987) and other revenue constraints imposed by those provisions.
- 4.17.5 A concern is that without a clear funding pathway within the DCP for local infrastructure projects, and without stronger planning provisions requiring upgrades via other mechanisms (including works normal to development), important infrastructure will not be delivered, or will be delivered in a form that is adhoc and does not meet the Fishermans Bend vision.
- 4.17.6 The funding shortfall represents a material risk to the success of Fishermans Bend vision, and undermines the place making assumptions of the Framework and the forthcoming precinct planning processes.

**Council Submission – Summary**

- 4.18 The following is a brief summary of the main points raised in the Council submission (Attachment 1). The submission itself provides further context to these points.

**Preliminary**

- 4.19 Recognises the scale and extent of the transformational change expected in Fishermans Bend and welcomes the State Government's leadership in preparing the Amendment.



- 4.20 Emphasises the Council's concern that integrated planning is critical, and the ability to provide the infrastructure required is a shared responsibility. The Council would like to see a proactive and committed response from the State Government in relation to the delivery of critical elements of the infrastructure.

Public Transport

- 4.21 Seeks clarity and commitment from the State Government for delivery of critical public transport including the Melbourne Metro 2, the southern tram connection (Plummer St corridor) and a tram service between Fishermans Bend and the CBD. The provision of public transport is a fundamental element in the success of Fishermans Bend as envisaged by the Framework.
- 4.22 Submits that allocations within the DCP to facilitate or associated with the public transport improvements should not be funded through the DCP.

Local Infrastructure Funding Shortfall

- 4.23 Details the significant funding shortfall for 'Local' infrastructure which will become the Council's responsibility under the proposed Amendment. The submission seeks to re-prioritise aspects of the DCP funding to deliver core 'Essential' and 'Local' infrastructure through the DCP, elements that will not otherwise be able to be funded by Council.
- 4.24 The funding changes proposed in the submission include: additional open space, Community Hubs projects, decreased and rearranged transport projects, resulting in a reduced funding gap for local infrastructure of at least \$257 million based on comparable and preliminary estimates.

Open Space Funding

- 4.25 Supports the OSU mechanism in principle to achieve the provision of 21 open space areas but is concerned about (1) feasibility and uptake and (2) delivery implementation. There needs to be a clear Plan 'B' to obtain the open space where a developer does not wish to utilise the mechanism. Funding for this is not provided in the DCP.
- 4.26 Recommends several changes to land and construction funding within the DCP across the open space network.
- 4.27 Proposes cost updates for sports infrastructure, based on future sports demand and supply analysis and concept planning, which impacts construction costs and timing.
- 4.28 Proposes costs updates for other construction / embellishment matters including the standardisation of open space requirements, sporting infrastructure requirements, greening requirements, and integrated water management requirements.
- 4.29 The submission notes that open space is at capacity and the planning and delivery of new and upgraded open spaces within the Phase 1 (first 10 years) of delivery is paramount. The submission seeks Phase 1 delivery of North Port Oval Expansion (former Australia Post site), Elder Smith Reserve upgrades, and the potential for funding of Montague North or Wirraway North.
- 4.30 Makes recommendations in relation to land and construction costs and staging for the North Port Oval Expansion (former Australia Post site).



Community Hub Funding

- 4.31 Recommends additional DCP funding to deliver Montague Arts and Cultural Hub, Sandridge Sports and Recreation Hub (with an increased scope) and the delivery of local Community Facilities in schools.

Drainage Project Funding

- 4.32 There is a concern that flood modelling and drainage assets need to be reviewed and the submission requests that the State Government prepare an updated flood modelling and drainage strategy to inform DCP projects. It is expected this will have implications for drainage and road projects in the DCP.
- 4.33 Requests that the full estimated cost for Integrated Water Management and distributed storage projects is accounted for in the DCP, and that the approach to drainage costing in the DCP is clarified.

Transport Project Funding

- 4.34 Notes the unresolved and significant funding shortfall for local transport infrastructure that is present in the Draft DCP's current funding approach.
- 4.35 Proposes a reprioritisation of proposed projects for DCP funding to ensure that local street infrastructure is adequately prioritised in the DCP, including:
- 4.35.1 Prioritisation of DCP funding for key existing local streets, some of which, are not currently funded in the DCP but will require transformative upgrades to meet the Fishermans Bend vision
  - 4.35.2 Re-prioritisation of DCP funding for new streets in the core vehicle movement network.
  - 4.35.3 Additional intersections and crossings to improve safety outcomes
  - 4.35.4 Excluding funding for State roads, public transport projects or bridge upgrades, which have other State funding opportunities.
  - 4.35.5 Reconsideration of DCP funding for identified new mid-block streets which Council considers to be of secondary importance to the realisation of the Framework vision and are not core to the broader movement network. These new streets are identified for funding in the Draft DCP, but require a substantial proportion of transport project funding, and could potentially be delivered in alternative forms or not delivered if deemed appropriate based on further review in context of the DCP's budget-constrained environment. The submission notes this as an unresolved issue for consideration through the amendment process. Should it remain unresolved the new streets should be provided with DCP or other State Government funding.
- 4.36 Requests clarification about transport project scope and cost, as the information provided with the DCP is unclear.
- 4.37 Raises concerns that road and intersection projects appear to be under-scoped or under-funded.
- 4.38 Notes that there are several transport projects which are not funded in the DCP or recommended for reconsideration based on Council's submission. Notes that alternative funding sources will need to be identified for the remainder of projects in



finalising the DCP so that there is a clear path for DCP funded and unfunded infrastructure.

Planning Provisions

- 4.39 Requests further information and changes to the Capital City zone to ensure the Social Housing Uplift is fully achieved on sites also using the Open Space Uplift.
- 4.40 Requests that the open space provided through the OSU is remediated prior to hand over.
- 4.41 Requests clarification that linear parks will be funded within road reserve upgrades, as mapping is unclear in the DCP and controls.
- 4.42 Seeks clarification of future open space land ownership and land remediation standards for land voluntarily contributed through the OSU mechanism.
- 4.43 Requests several minor and technical changes to the Design and Development Overlay to clarify the controls.
- 4.44 Requests clarification of the operation of the Incorporated Plan Overlay (IPO) particularly in relation to open space, road provision and uplift provisions, the Development Contributions Overlay and the referral authority provisions at Clause 66.04.

**5. CONSULTATION AND STAKEHOLDERS**

- 5.1 The State Government has exhibited the Draft Amendment in accordance with statutory requirements. Affected owners and occupiers were notified. All submissions to the Amendment were directed to the State Government through the Fishermans Bend taskforce or Engage Victoria.
- 5.2 While the Department of Transport and Planning will seek to resolve issues raised by submitters including Council, unresolved issues or particular matters requiring further consideration may be referred to the Precincts Standing Advisory Committee (SAC). Should the Minister for Planning seek to refer unresolved matters to the Precincts SAC, Planning Panels Victoria will contact affected submitters regarding next steps, process and timings.

**6. LEGAL AND RISK IMPLICATIONS**

- 6.1 The Draft Planning Scheme Amendment will be processed in accordance with the Planning and Environment Act 1987. The Advisory Committee will be appointed pursuant to part 7, section 151 of the Planning and Environment Act 1987 to advise the Minister for Planning and the Minister for Projects on referred projects and plans and associated draft planning scheme amendments.
- 6.2 The Amendment content presents a material risk at a strategic, financial and reputational level for Council, relating to whether the State Government and Council can deliver the Fishermans Bend Framework and vision.

**7. FINANCIAL IMPACT**

- 7.1 Costs of preparing the submission to the Amendment and the Advisory Committee process will be funded through the existing Fishermans Bend Program budget for 2023/24FY and 2024/25FY.
- 7.2 The financial impact of the Draft DCP Amendment for Council are substantial and covered under Key Points/issues. In summary:





7.2.1 There is a significant funding shortfall for Local Infrastructure for which Council will be primarily responsible to fund, initially estimated to be at least \$600 million based on broad assumptions.

7.2.2 Council has limited ability to fund infrastructure. Council currently allocates around 5% of rates revenue to new and expanded capital projects. The allocation from the projected rates in Fishermans Bend between 2025-55 will generate between \$31 million and \$66 million depending on speed at which the projected development occurs. Additional Council investment is required for major urban renewal projects. However, even if the Council allocation was doubled to 10%, the available funding of between \$66 million and \$143 million over time, is insufficient to meet the component of the local infrastructure which is not funded by the DCP and which will be required to be provided generally by local government.

7.3 The Council submission identifies alternate funding priorities that include: additional open space projects, additional Community Hubs projects, and decreased and rearranged transport projects, resulting in a reduced funding gap for local infrastructure of at least \$257 million based on comparable and preliminary estimates.

7.4 The State Government is proposing the new DCP as the primary means of imposing levies for the delivery of key infrastructure projects including open space and other infrastructure. Part of the proposal involves deleting Council's Open Space Contribution in Fishermans Bend and effectively absorbing those projects and collection funds into the DCP levy.

7.4.1 Council currently receives an 8% (of the Site Value) public open space contribution for development in Fishermans Bend.

7.4.2 Council will continue to receive open space contributions on all permits granted prior to the gazettal of the proposed DCP, which is anticipated to be not before late 2024/25.

## **8. ENVIRONMENTAL IMPACT**

8.1 The proposed DCP provides funding for infrastructure that delivers environmental benefits such as public realm greening and flood mitigation. The submission identifies recommended further allocations or changes.

## **9. COMMUNITY IMPACT**

9.1 The DCP will provide funding for infrastructure to meet the needs of the future population. The submission identifies areas that require additional funding or other changes.

## **10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY**

10.1 This report is most aligned to the Liveable Port Phillip Strategic Direction within the Council Plan 2021-31. The coordination of infrastructure funding and financing, including through the proposed Development Contributions Plan, forms part of the initiatives to:

Partner with the Victorian Government to deliver outcomes in the Fishermans Bend strategic framework.

Facilitate and advocate for the Victorian Government to develop a sustainable funding and financing strategy to enable the timely delivery of local infrastructure at

# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



Fishermans Bend and to provide early delivery of high frequency public transport links to Fishermans Bend.

### 11. IMPLEMENTATION STRATEGY

#### 11.1 TIMELINE

11.1.1 The State Government has advised that potential dates for the Precincts Standing Advisory Committee are reserved for :

Directions Hearing: week commencing 15 April 2024

Hearing: week commencing 27 May 2024

#### 11.2 COMMUNICATION

11.2.1 A Draft submission has been provided to the State Government to meet the submission deadline of 23 February, 2024. The adopted submission will replace that Draft submission.

### 12. OFFICER MATERIAL OR GENERAL INTEREST

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

### ATTACHMENTS

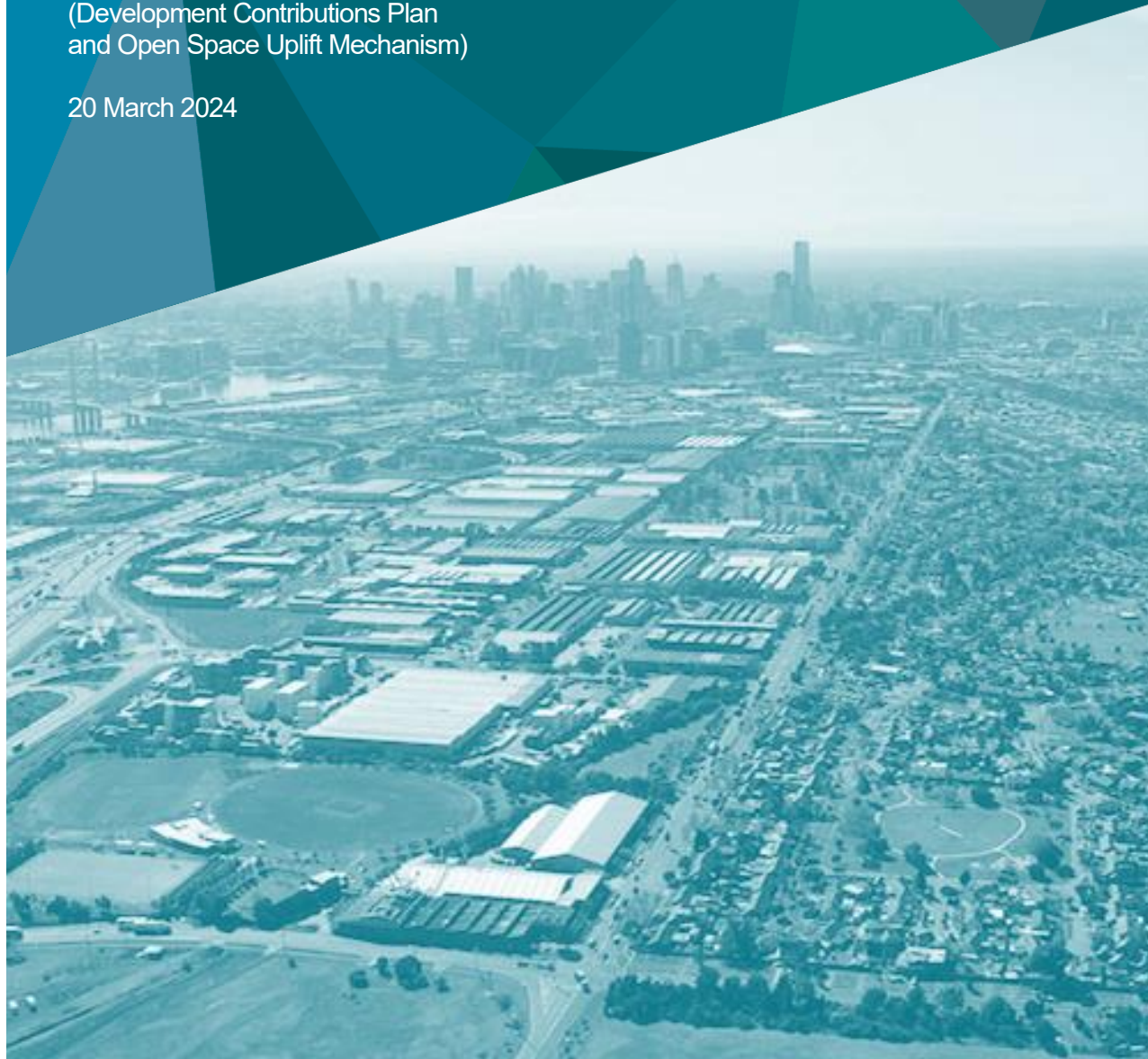
1. City of Port Phillip Submission - Fishermans DCP and OSU - Amendment GC224 

# City of Port Phillip SUBMISSION



Response to: Victorian Government  
Draft Planning Scheme Amendment GC224  
Fishermans Bend Infrastructure Funding Strategy  
(Development Contributions Plan  
and Open Space Uplift Mechanism)

20 March 2024





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# INTRODUCTION

## INTRODUCTION

1. This submission responds to the State Government's proposed Draft Planning Scheme Amendment GC224 which introduces the Fishermans Bend Urban Renewal Area Development Contributions Plan (DCP), Open Space Uplift mechanism (OSU) and associated planning scheme provisions.
2. The City of Port Phillip (Council) welcomes the State Government's proposed Amendment GC224 and the introduction of a DCP and OSU Mechanisms to enact the implementation of the Fishermans Bend Framework vision.
3. Council looks forward to working with the State Government in finalising details of the proposed provisions and participating in the Precincts Standing Advisory Committee process.
4. While some issues, in Council's opinion, remain to be resolved, the introduction of the Amendment is supported as a positive step in the ongoing process of the transformation of Fishermans Bend for the benefit of all Victorians.
5. Council welcomes the State Government's leadership in developing the Amendment, and taking on the responsibilities and associated risk for the DCP's administration and delivery.
6. Council commends the State Government on many aspects of the Amendment. These include:
  - Proposing and developing a detailed mechanism to obtain funds that can be utilised to bring to fruition the wide variety of public facilities and spaces needed to ensure Fishermans Bend is a highly liveable and well-functioning precinct.
  - The focus on improving open space provision in Fishermans Bend through innovative mechanisms that aim to reduce the burden on State and Council resources.
  - The improvements proposed to roads and access throughout the precinct.
  - The attention to managing the drainage and flooding issues in the precinct.
7. Council has reviewed the content of the amendment and identified certain core issues, which underpin its approach to this submission, and its recommendations. These include:
  - The Amendment package is lacking key information that is required for Council and our community to understand, at the right level of detail, what is funded within and separately of the DCP, and how these funding commitments will collectively deliver on the Fishermans Bend vision. This applies to all areas proposed to be funded including transport, open space, community hubs, water management and drainage infrastructure.
  - The DCP has been released without any confirmation of process or commitment to public transport investment. The delivery of tram and train infrastructure are

critical to success of the precinct and underpin its projected housing and employment growth which in turn affect its infrastructure requirements.

- The DCP leaves a significant funding gap for local infrastructure, which is unaffordable, and for which there does not seem to be a clear plan.
8. Council's submission seeks various changes to the Draft DCP to make better use of the funding that is being made available by this mechanism.
9. This submission is set out thematically, as follows:
- Theme 1 - Integrated Planning and Infrastructure Strategy
  - Theme 2 - Local Infrastructure Funding Gap
  - Theme 3 - Open Space Project Funding
  - Theme 4 - Community Hub Project Funding
  - Theme 5 - Drainage Project Funding
  - Theme 6 - Transport Project Funding
  - Theme 7 - Planning Provisions
10. Each theme contains a summary of key recommendations, followed by further commentary that sets out the recommendations in further detail.
11. Council's submission has addressed each of the thematic issues in as much detail as practical during the consultation period. Council's positions may be updated as further analysis is undertaken or further information becomes available through the amendment process.
12. The State Government released Planning Scheme Amendment GC224 for public consultation between 01 December 2023 and 23 February 2024. Council endorsed a Preliminary Submission to Planning Scheme Amendment GC224 on 06 December 2023. This full submission, dated 20 March 2024, builds upon the content of the preliminary submission. This full submission forms the basis of Council's representations through the planning scheme amendment process, including at the future Precincts Standing Advisory Committee.

# **THEME 1**

## **INTEGRATED PLANNING AND INFRASTRUCTURE STRATEGY**

## SUMMARY OF RECOMMENDATIONS

### ▪ Council welcomes State Leadership in developing and implementing the DCP

Council supports in-principle:

- The introduction of a DCP for the Fishermans Bend urban renewal area as the primary means of imposing levies for the delivery of key infrastructure projects including public open space and other infrastructure commonly funded by a development contributions plan.
- State Government entities being nominated as the Development Agency and Collecting Agency for the delivery of DCP infrastructure projects in Fishermans Bend.
- The proposal by the State that it will be responsible to fund 'Catalytic infrastructure' including public transport, schools and health services, separately from the DCP.

### ▪ Council seeks Integrated Infrastructure Planning Commitments and Transparency

Council submits that the State Government should clarify commitments for:

- The release of a comprehensive funding and finance strategy for all infrastructure classifications and categories for which State Government is responsible, including:
  - A detailed Precinct Infrastructure Plan
  - A DCP governance and implementation strategy
- Funding and updated timeframes for delivery of 'catalytic' infrastructure, including the Fishermans Bend tram and Melbourne Metro 2.
- An updated Fishermans Bend Partnership Agreement and work program commitments with key stakeholders including Councils, providing clarity about its integrated planning and delivery approach.

## INTEGRATED PLANNING

13. Fishermans Bend is Australia's largest urban renewal project, covering 480 hectares of strategically located land in the heart of Melbourne. By 2050, it will be home to approximately 80,000 residents and provide employment for up to 80,000 people. The precinct will play a critical role in Melbourne's sustainable growth, providing much needed inner-city housing, and becoming an economic anchor as the central city expands.
14. The transformation of Fishermans Bend is guided by the Fishermans Bend Framework (Framework); which is the State Government's plan for a network of parks, schools, roads, transport and community facilities and services to transform Fishermans Bend into a thriving

- precinct for residents and employment over the next 30 years. As Australia's largest urban renewal precinct, the scale and extent of expected transformation is unprecedented.
15. Planning Scheme Amendment GC224 represents the first major milestone in infrastructure planning for Fishermans Bend since release of the Fishermans Bend Framework in 2018. It focuses on delivery of what is deemed 'essential infrastructure' through the introduction of the Development Contributions Plan (DCP) and Open Space Uplift (OSU) mechanism.
  16. While Council welcomes the government's progress on delivering 'essential infrastructure', there is a concern that the timing of this consultation process from the State Government overlooks the importance of refining and communicating the 'catalytic' infrastructure commitments, such as public transport provision, ahead of defining 'essential' and 'local' infrastructure requirements that are addressed within the Amendment. Council is also concerned about the limited attention that has been paid to local infrastructure, which remains unresolved.
  17. It has been 12 years since the original rezoning of Fishermans Bend, and 6 years since the release of the Fishermans Bend Framework, and Council continues to raise concern about the government's process for the integrated planning and delivery of necessary infrastructure for the future community, including public transport, schools, open spaces and community hubs.
  18. The provision of public transport, including train, tram and bus services, is critical for both the Fishermans Bend vision, and the urban renewal process. In 2018, the Framework committed to the planning and delivery of new Tram Corridors in Fishermans Bend by 2025, and envisioned the precinct being supported by new Heavy Rail stations and lines – commonly known as Melbourne Metro 2. These services will provide a base level of connectivity to the precinct and stimulate its continued redevelopment in accordance with the vision. Since release of the Framework, Government has not released its further public transport planning investigations or made any commitments on their delivery.
  19. Without public transport commitments, there is uncertainty about the delivery of the vision. Consequently, there is concern about growth and development projections and the capacity of the DCP to raise the funds to provide the identified essential infrastructure. If the private sector does not have confidence in the State's delivery program for this base level of State level public infrastructure, development in Fishermans Bend will stall. Put simply, without the commitment to provide public transport within reasonable time frames, the projected housing and employment growth that the DCP is based upon is unlikely to be delivered which in turn undermines the implementation of the DCP. More on this is noted below under "Public Transport".
  20. To illustrate, the successful and timely delivery of other essential infrastructure such as public open space is a key responsibility and priority for Council and because it is critical to the uptake of development opportunities by the private sector, Council has been proactive in planning for its delivery and committing significant public funds to deliver that infrastructure. The State needs to do the same in its core area of responsibility in public transport.

## PUBLIC TRANSPORT

21. The provision of train, tram and bus services is critical for the Fishermans Bend urban renewal area. These services will provide a base level of connectivity and ensure that the mode shift objectives of the Framework are met. They will also stimulate private sector investment in development.
22. The Fishermans Bend Framework's vision is based on key assumptions including:
  - Early delivery of the Fishermans Bend Light Rail (by 2025), to support the local movement, access and liveability of the precinct; and
  - Delivery of the Melbourne Metro 2 Rail through Fisherman's Bend to fully support and realise the vision for a competitive and expanded central city with major employment and housing growth in Fishermans Bend.
23. The City of Port Phillip's Transport State Advocacy Priorities outline our key public transport advocacy positions, which align with the State's vision for this area, including:
  - Victorian Government Commitment to a Melbourne Metro 2 (MM2) business case by 2026 to ensure delivery by 2050.
  - Victorian Government Commitment to early delivery of the southern tram connection (Plummer St corridor) to support development and growth for the Sandridge and Wirraway precincts.
  - The Victorian Budget 2019/20 invested \$4.5 million to plan for a potential tram service between Fishermans Bend and the CBD. As of February 2024 a preliminary business case for the tram is yet to be released by the Victorian Government.
24. In 2018, Council commissioned a PWC Fishermans Bend Economic and Transport Infrastructure Study which identified that the early delivery of major public transport projects will be the single biggest determinant of success for the precinct.
25. Council also notes that the Committee for Melbourne's Transporting Melbourne report articulates the need for the Victorian Government to produce an integrated transport plan, which incorporates transport, land-use, and economic development planning, to deliver an efficient and sustainable integrated transport system.
26. While the Council welcomes the introduction of the DCP and OSU proposals, these initiatives may be undermined by the delayed delivery of the 'catalytic' infrastructure such as public transport provision, ahead of defining 'essential' and 'local' infrastructure. 'Catalytic' implies recognition of the intrinsic importance of this infrastructure to the transformation of the area.
27. The government's intent to fund public transport infrastructure separately of the DCP is supported, but a lack of any commitment as to timing especially in the context of current budgetary constraints undermines private sector confidence which is necessary to incentivise private sector development.



28. The likely very long-term time frames for the delivery of these public transport projects is also impacting on the delivery of other infrastructure which is “crowded out” of the DCP due to the self-imposed caps being applied to per-dwelling levies on account of viability restraints.<sup>1</sup>
29. Consequently, Council submits that reconsideration needs to be given to certain infrastructure projects which Council submits should not be included in the DCP absent any commitment by Government to deliver on the broader projects that they are intended to facilitate. Put simply, if projects currently identified for funding are not backed by a delivery commitment within the time frame of the DCP, then those DCP projects should not be included in the DCP. Furthermore, certain projects are better described as State projects and funded by the normal processes under the State budget and not through local levies.
30. In this regard Council submits:
- Council agrees with State’s recommendation to not include funding for Plummer and Fennell Streets (on the basis that these should be funded in the future by Tram/Train projects as ‘catalyst projects’). Council requests confirmation that the necessary street upgrades will be included in the scope of future catalytic public transport infrastructure delivery – as they form an important part of the activity cores and the overall urban structure.
  - Council notes the importance of land acquisition for the proposed new tram lines. This includes widening of Plummer Street (Salmon Street to Graham Street), and land for approaches to a light rail overpass of the M1 (at Ingles Street and Fennell Street). However, Council’s recommendations include a removal of funding for these acquisitions from the DCP, as these acquisitions should be incorporated into the tram/train upgrade projects (see transport section of this submission).
  - Council submits that smaller open spaces along Plummer and Fennell Streets should be excluded from the DCP and incorporated into the tram/train projects as these generally fulfil a forecourt and public realm role for those projects (see open space section of this report).
  - Council questions the DCP’s inclusion of a new mid-block street south of Fennell Street. It appears to relate to potential public transport improvements (including the function and alignment of the Plummer and Fennell Streets boulevard). Council’s position on the inclusion of this link is reserved pending clarification of the strategic rationale and options being explored to resolve Plummer and Fennell Streets
31. Plummer and Fennell Streets form the main boulevard street in Fishermans Bend, and their funding (with or without public transport investment) is important to resolve. Council seeks to engage in discussions with the Government, to understand to what extent DCP funding of public transport land will assist in the business cases and bring forward a commitment from the government on public transport. However, if there is no commitment to the timing of

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<sup>1</sup> Theme 2 of this submission explains the impact this “crowding-out” effect is having on infrastructure which otherwise would be delivered within the DCP’s timeframe.

delivery of public transport within the time frame of the DCP, these DCP projects should not be included.

# **THEME 2**

## **LOCAL INFRASTRUCTURE FUNDING GAP**

## SUMMARY OF RECOMMENDATIONS

- **Local Infrastructure Shortfall Acknowledgement** – The DCP currently contains a significant local infrastructure funding shortfall, estimated to be at least \$600 million, which is unaffordable.
- **Council recommendations to mitigate the funding shortfall** – Amend the DCP to redirect DCP levies to provide for the Council's alternative infrastructure funding list to deliver more local infrastructure (with certainty) within the DCP time frame while staying within the budget and levy caps of the DCP.

## CONTEXT - DCP FUNDING APPROACH

32. The DCP sets out three categories of infrastructure in Fishermans Bend:

- **‘Catalytic infrastructure’** – includes public transport, schools, and health services that will have a transformational effect on the urban renewal of the area. This infrastructure is intended to be funded and delivered by State Government not by the DCP.
- **‘Essential infrastructure’** – required to establish the future urban structure of the area, such as precinct and neighbourhood open spaces, streets that make up the key movement network, key community hubs, and major drainage and flood mitigation infrastructure. This infrastructure is intended to be largely funded by the DCP with other contributions from other government sources such as local government and potentially ad-hoc grant funding.
- **‘Local infrastructure’** – includes some open spaces, the network of minor streets and laneways, public realm improvements and other community facilities. This infrastructure is expected to be funded and/or delivered through a combination of developer works under planning permit conditions and incrementally by local government capital expenditure.

33. Council notes:

- **Levy Charge Limitation** – The DCP proposes a capped Development Infrastructure Levy (DIL) charge of approximately \$34,635 per dwelling and \$286 per square metre of non-residential gross floor area (both adjusted annually). Council accepts the government's view that this is a reasonable charge rate and the assumption that the rate will not affect development feasibility and uptake – noting that this is a legitimate concern that may be tested by stakeholders through the amendment process. Council accepts that the charge rate generates a natural budget limitation on how much infrastructure can be funded by the DCP.

- **Local Infrastructure Funding Gap** – The DCP will deliver \$2.45 billion worth of infrastructure projects. The value of open space uplift (OSU) sites is not confirmed in the Amendment material although 21 sites are identified where the mechanism will apply. The DCP and the OSU mechanisms will collectively deliver what the State Government has deemed 'Essential infrastructure'. Council has identified that the DCP excludes a large proportion of 'local infrastructure' projects, which are essential to the vision, and do not have a clear funding pathway. Excluding these projects from the DCP creates a significant funding gap, which is unaffordable to Council, and for which there does not seem to be a clear plan. This is a priority issue for Council and is covered in further detail in a dedicated section of this submission below.
- **DCP Revenue Gap** - The DCP will fund approximately \$2.45 billion of infrastructure projects, yet forecast DCP revenue is estimated as approximately \$1.7 billion, resulting in an estimated shortfall of at least \$700 million. The DTP Factsheet 1 notes that "The balance of costs will be met by other Government sources over the life of the project". Council understands that the revenue shortfall will be the responsibility of the State Government to manage. How this shortfall is managed may affect other authorities including Council, as cashflow will impact on infrastructure delivery decisions and timing over the life of the DCP. Council seeks clarification about the revenue shortfall and how it is intended to be managed, so that stakeholders including Council have a clear understanding of this risk.
- **Open Space Uplift Mechanism** – Some of the land required for open space projects that are a necessary part of the open space network are anticipated to be delivered through the OSU mechanism. OSU land is effectively "paid for" by providing increased development rights to certain landowners. OSU uptake will be dependent on the degree of incentive given to developers through this mechanism. Council raises several concerns about the OSU later in this submission – as this mechanism represents an uncertain funding source for the funding of necessary infrastructure.

## LOCAL INFRASTRUCTURE FUNDING SHORTFALL

34. Council is concerned that the State Government has developed and released the DCP without an appropriate analysis of the implications for the delivery of 'Local Infrastructure' – which is a key element of the Fishermans Bend vision and likely to provide more tangible community benefit if funded, than a number of projects which are currently funded by the DCP. While the State Government has, so far, not committed to the delivery of Catalytic infrastructure, particularly the public transport component, the DCP assumes that local government and developers through permit conditions will fund and deliver most of the Local Infrastructure category (much of which Council submits is arguably Essential infrastructure).

35. As a majority of the Local infrastructure category is not funded in the DCP, this leaves a significant funding gap for Council. The extent of this gap has not yet been finally quantified, but preliminarily estimates identify this to be at least \$600 million.
36. Considering the statutory Financial Management Principles embedded in the *Local Government Act 2020* Council is not in a position to fund the estimated likely shortfall for Local infrastructure.
37. Accordingly, while Council will work with the State Government on identifying and prioritising many of those Local infrastructure projects that are and are not currently included in the DCP for funding, at this stage of the process, certain of the infrastructure projects which are funded by the DCP should be removed to make space for the funding of a proportion of the Local infrastructure projects that are considered as Essential.
38. Council submits that:
- The Fishermans Bend Framework vision effectively applies to all land and infrastructure, while the Fishermans DCP and OSU provide a funding pathway for only some of this infrastructure, leaving a significant and unaddressed gap.
  - Many local projects that the DCP assumes will be delivered by local government and developers, remain unfunded by the DCP and many hundreds of millions of dollars may be required for those projects. Council cannot afford to deliver these projects within the applicable Financial Management Principles. Any assumptions and modelling around alternate funding sources should be shared with Council so that the validity can be reviewed.
  - A key assumption of the DCP is that, in addition to infrastructure funded via the DCP, other infrastructure will be funded through alternative sources including Council rates and charges, planning permit conditions and/or voluntary s.173 agreements with developers.
  - Council has limited ability to fund infrastructure. Council currently allocates around 5% of rates revenue to new and expanded capital projects. The allocation from the projected rates in Fishermans Bend between 2025-55 will generate between \$31 million and \$66 million depending on speed at which the projected development occurs. Additional Council investment is required for major urban renewal projects. However, even if the Council allocation was doubled to 10%, the available funding of between \$66 million and \$143 million over time, is insufficient to meet the component of the local infrastructure which is not funded by the DCP and which will be required to be provided by local government (estimated to be at least \$600 million).
  - A major risk is the funding framework's reliance on planning permit conditions and voluntary s.173 agreements to fund local infrastructure that is not funded by the DCP, such as improvements to local roads and the creation of new local roads and lanes. Council is concerned that the potential for funding and infrastructure delivery from these sources and mechanisms is over estimated, especially in the context of current legislative constraints. This is due to difficulties in negotiating local upgrades separately of proposed DCP contribution requirements, and

aligning expectations between the Fishermans bend vision and what can be determined as a *necessary as a result of the grant of the permit* (per section 62(5)(c) of the *Planning and Environment Act 1987*) and other revenue constraints imposed by those provisions.

- Council is concerned that without a clear funding pathway within the DCP for local infrastructure projects, and without stronger planning provisions requiring upgrades via other mechanisms (including works normal to development), important infrastructure will not be delivered, or will be delivered in a form that is adhoc and does not meet the Fishermans Bend vision.
  - The funding shortfall represents a material risk to the success of Fishermans Bend vision, and undermines the place making assumptions of the Framework and the forthcoming precinct planning processes.
39. The funding shortfall exposes what Council sees as a gap in the government's analysis and planning for infrastructure delivery and place making at Fishermans Bend.
40. Council will work with the State Government to identify a process for quantifying and closing this gap but that must start with a review of the DCP and include project re-prioritisation as set out in this submission, and inevitably other State Government funding pathways and commitments, prior to gazettal of the Amendment.

## PROPOSED CHANGES TO DCP FUNDING

41. This section provides preliminary cost estimates that Council has prepared to compare what is funded in the Draft DCP with Council's proposed re-prioritisation of project funds. The analysis is intended to give the government some assurance that Council's proposals are reasonable and aligned with the DCP's budget limitations. However, these are preliminary estimates and the State Government will need to finalise project costs in the final DCP.

### Context – What is funded in the DCP & OSU?

42. The Draft DCP and OSU provides funding as follows:
- The Draft DCP funds \$2.45b of 'essential' infrastructure.
  - The OSU provides land for 21 sites across the open space network, the cost of which have not been quantified, but are considered 'funded'.
  - Local infrastructure that is not funded in the DCP amounts to at least \$600m, but the upper range is not easily quantified, noting:
    - For Transport projects – There is an approximate gap of \$400m for remaining local roads, which require delivery or upgrades to meet the Fishermans Bend vision. This gap accounts for unfunded roads and intersections only, not laneways. This gap also accounts for full-cost street upgrades, which Council

thinks are necessary, but the scope of these upgrades requires further refinement.

- For Community Hubs – The DCP does not fund Montague Arts and Cultural Hub (\$15m) and recommended community facilities in schools (not quantified).
- For Open Spaces and Sporting Hubs – The Sandridge Sports and Recreation hub is partially funded, with the remainder unresolved (estimated at \$54m). There is an approximate gap of \$118m, for the delivery of predominantly unfunded embellishment of neighbourhood open spaces. Further work is required to fully quantify open space construction costs, within both new and existing open spaces.

#### How might Council's recommendations affect the DCP funding?

43. Council seeks changes to the DCP to make better use of the limited funding imposed by the \$2.45b funding cap. Council has identified changes to the DCP infrastructure funding list to deliver more immediate tangible benefits to the precinct which have a more certain and confident delivery commitment than many current projects that are either serving larger projects for which there is no commitment or projects which should more properly be funded by State Government and not by the DCP.
44. Council's position acknowledges that the DCP cannot fund all infrastructure at Fishermans Bend. Council's recommendations are generally seeking to:
  - Acknowledge and work within the limitations of the current propose DCP funding cap (thus maintaining a maximum total levy of approximately \$2.45b).
  - Refocus the DCP on funding infrastructure that will have more tangible and immediate benefits to the precinct within the intended time frame of the DCP, and which is beyond the means of Council to fund.
  - Consequently, either exclude or reduce the scope of State infrastructure which is either associated with infrastructure in respect of which there is no funding commitment (eg Public Transport) or which should otherwise be funded by other State Government programs, or potentially federal funding (eg State Roads and bridge upgrades)
45. Council's recommended changes would affect DCP and OSU project funding as follows:
  - Council's re-prioritised DCP funded project list amounts to \$2.25 billion, presenting a feasible and reasonable alternative while addressing local infrastructure concerns. It leaves space within the \$2.45 billion budget to collectively review some of the remaining priorities for inclusion within the DCP.

Project type	Original Draft DCP	Council Submission Priority Projects
<b>DCP</b>		
DCP Transport	\$1,249m	\$837m



DCP Open Space	\$822m	\$938m
DCP Drainage	\$320m	\$320m
DCP Community Hubs	\$144m	\$159m
DCP Total	\$2.45b	\$2.25b
<b>Open Space Uplift</b>		
OSU Sites	21 Sites	21 Sites Note: 7 sites in the OSU have been recommended for potential conversion to DCP funding based on concerns around OSU – this change is not accounted in costs above.

- Council's recommended changes are set out in detail under those sections of this submission dealing with the Transport, Open Space, Community Hubs and Drainage. In summary:
  - Additional Open Space Projects – Council has sought to ensure the full open space and sporting network is appropriately delivered via the DCP and OSU combination, including land and construction funding. Council has recommended that some OSU projects be included in the DCP for certainty.
  - Additional Community Hubs Projects – Council has added Montague Arts and Cultural Hub, a contribution to community facilities in schools, and fully funds the required sports and recreation hub.
  - Decreased and rearranged Transport Projects – Council's changes include adding key 'existing local roads' funding; reconsidering the approach to design and funding of identified 'new local roads' (mid-block links); removing / de-prioritising State Roads, bridge upgrades, and public transport land funding; adding key intersections and crossings for improved safety.
- Council's priority projects result in a sum total that is less than the \$2.45 billion DCP total funds. Council is not advocating to lower the budget – the \$2.25 billion only accounts for its key priorities. The gap is attributable to a de-prioritisation of some of the transport projects which in turn ensures that additional open space and community hub priorities can be delivered, but also allows room for some of the State's priorities and lower-order Council priorities on transport to be re-considered through the amendment process.

46. The result of the above changes is that the gap on remaining local infrastructure would be reduced to at least \$257 million, noting:

- For Transport Projects – \$248m shortfall for remaining local road and intersections (this number does not include laneways) which Council thinks can reasonably be attributed a lower priority compared with those that are recommended for DCP funding.
- For open space projects – a smaller gap of \$9m remains for smaller spaces. Open space upgrades have largely been mitigated by Council's changes but

further work is required to fully quantify open space construction costs, within both new and existing open spaces.

- Community hub requirements have been fully addressed in Council's changes and the gap is eliminated.

47. Council's position has not reviewed or recommended changes in the City of Melbourne's Lorimer Precinct, which has not been assessed except in relation to community hub distribution.

# **THEME 3**

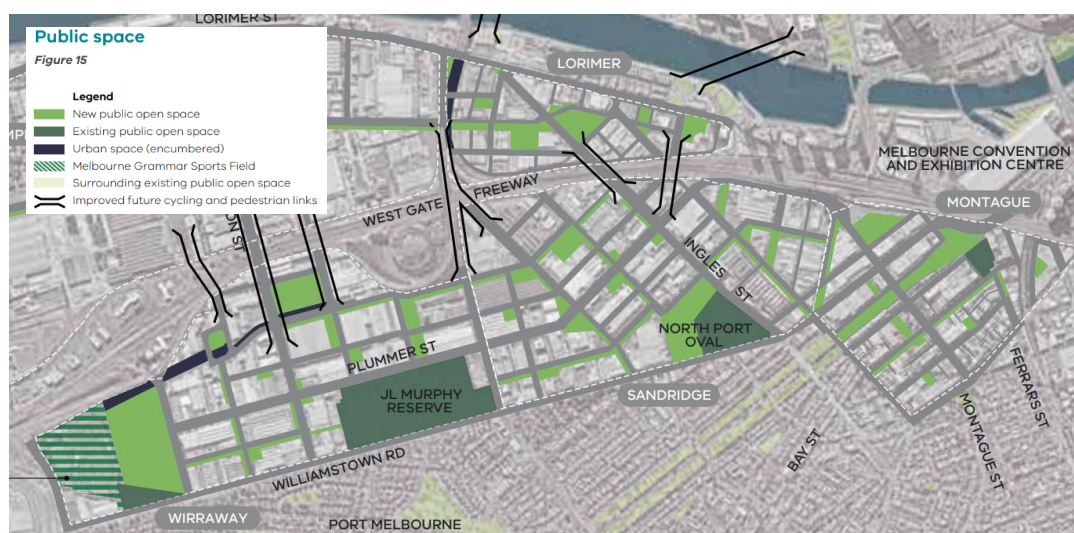
## **OPEN SPACE PROJECT FUNDING**

## SUMMARY OF RECOMMENDATIONS

- **OSU** - Council supports the Open Space Uplift Mechanism in principle, but is concerned about (1) feasibility and uptake, (2) delivery implementation. There needs to be a clear “Plan B”.
- **Project Selection - DCP Open Space Land and Construction Funding** – Council has recommended several changes to land and construction funding across the open space network within the DCP. Refer to the submission content and mapping for a detailed list.
- **Construction Cost Updates - Sports Facilities Network** – Council has proposed an updated sports infrastructure network, based on further sports demand and supply analysis and concept planning, which will affect the construction cost and delivery timing of these projects.
- **Construction Cost Updates – Open Space Generally** – Open space construction cost assumptions are generally inconsistent or underfunded. Council also seeks changes to align sport and recreation infrastructure, standard embellishment requirements, greening requirements, flood mitigation and drainage requirements.
- **Delivery Timing** – Council recommends changes to the DCP project delivery timing – to align sport and recreation demand and supply planning across the network. The key recommendations seeks Phase 1 delivery of North Port Oval Expansion (former Australia Post site), Elder Smith Reserve upgrades, and the potential for Montague North or Wirraway North.
- **North Port Oval Expansion** – Council has made recommendations in relation to land and construction costs and staging, to provide more clarity, and to support immediate delivery of Stage 1 (former Australia Post site and Bertie Street Road Closure).

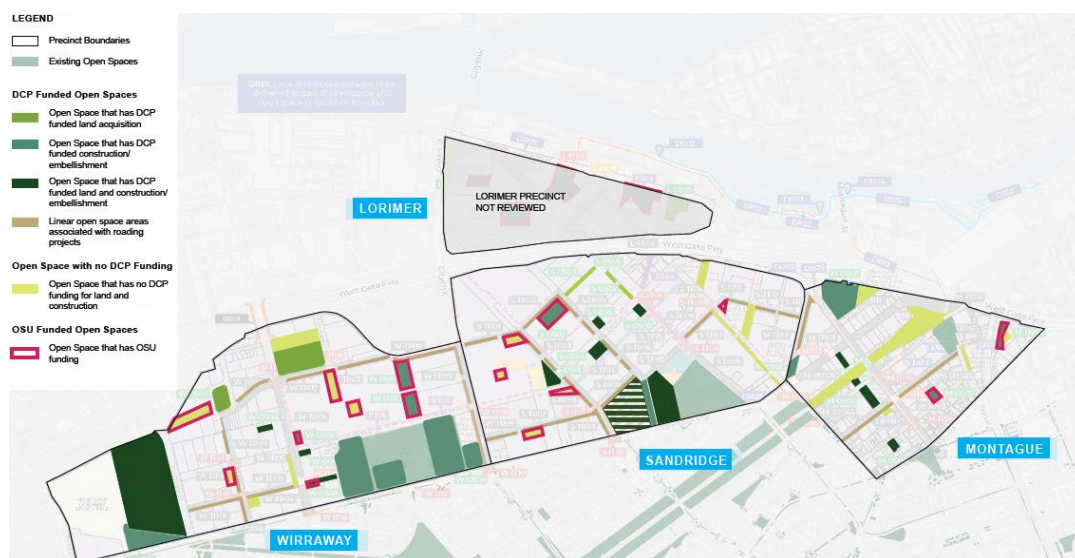
## FISHERMANS BEND FRAMEWORK – OPEN SPACE PLANNING

48. Existing open spaces in Fishermans Bend include JL Murphy Reserve, North Port Oval, Kirrip Park, and Elder Smith Reserve.
49. The Fishermans Bend Framework outlines a diverse network of new open spaces, which will serve the projected resident and worker populations.
50. The Fishermans Bend Framework does not provide direction on open space classifications (hierarchy, function, features) and needs (sport, recreation, embellishment requirements), noting that the Framework always envisaged that further work is required to determine the Framework's implementation through actions like precinct planning and infrastructure planning.
51. The State Government has not released further project-specific open space, recreation and sporting analysis since the release of the Framework. Further work is required.



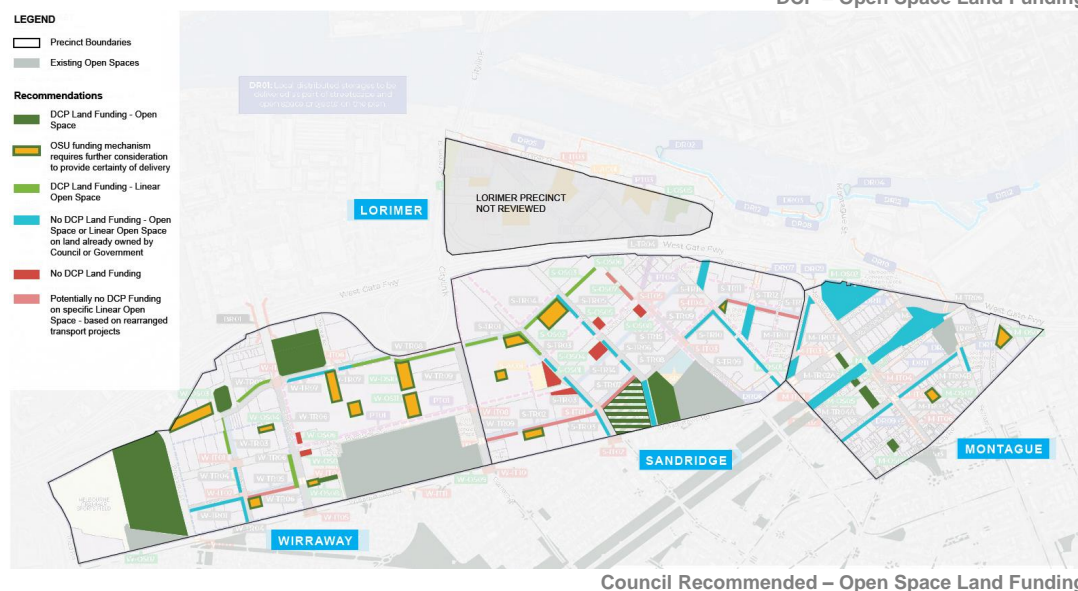
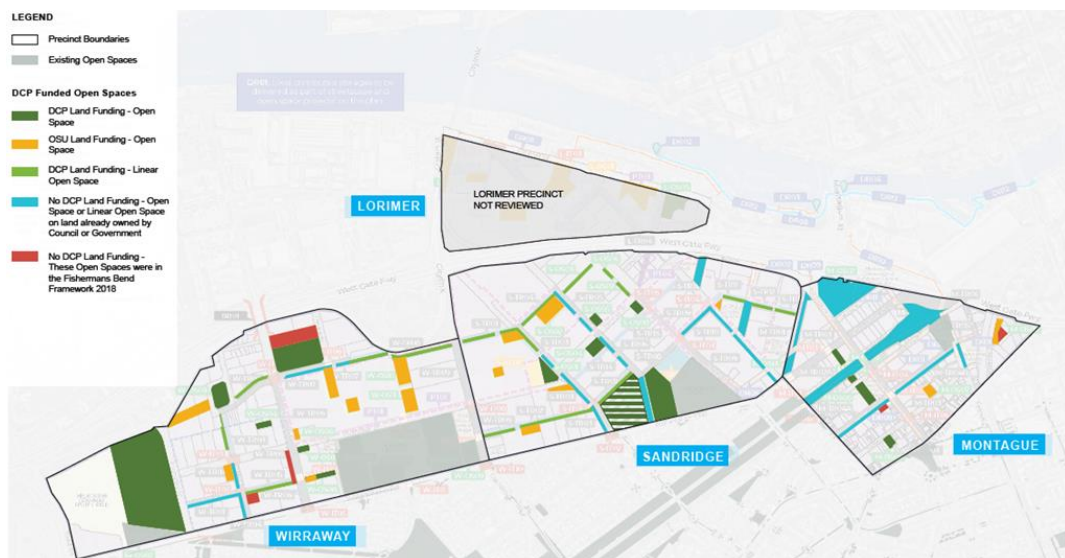
## DCP OPEN SPACE AND UPLIFT MECHANISM FUNDING OVERVIEW

52. The Amendment proposes two mechanisms for funding open space:
- Development Contributions Plan (DCP) – funds land and/or construction of open space
  - Open space uplift mechanism (OSU) – incentivises land contributions on key sites.
53. Funding for open space consists of two components:
- Land Acquisition funding (via DCP or OSU); and
  - Construction / embellishment funding (via DCP only).
54. The DCP and OSU funding proposal is summarised in the map below.



## OPEN SPACE PROJECT FUNDING CHANGES

55. Council recommends updated land acquisition funding. These maps compare the DCP network with Council's recommended network – described in subsequent pages. Council will also provide large format versions of the critical mapping in this submission.





56. Council also recommends updated construction funding. These maps compare the DCP network with Council's recommended network – described in subsequent pages.



DCP – Open Space Construction Funding



Summary of Council Recommendations – Open Space Construction Funding



### Overview

57. **Land** – Council welcomes the government's prioritisation of open space land acquisition, noting that most of the open space network has been provided with DCP or OSU funding. Council is generally supportive of this approach, subject to changes noted in this submission.
58. **Construction** – Council acknowledges and welcomes efforts to prioritise construction funding for a substantial amount of the open space network. However, Council has identified areas requiring further work or areas of disagreement relating to:
- Inclusions – Council has recommended several additional construction funded projects.
  - Cost – Later in the submission, Council has recommended updates to construction project costs accounting for: sport and recreation requirements; standardisation of embellishment requirements; greening requirements; integrated water management and distributed storage requirements.

### Land Funding – Specific matters requiring clarification

59. **Government Land** – A proportion of the network is on land already owned by Council, State and other government entities. These spaces have also been excluded from DCP funding. Council assumes that these do not require DCP funding due to current ownership but seeks clarification from the Government that this land will be made available for public open space.
60. **Linear Parks in Roads** – To provide a better understanding of the funded open space network, Council has illustrated linear park funding in the maps above where either a linear park is shown as funded in the DCP, or where a road is funded in the DCP that should contain a linear park based on the Fishermans Bend Framework open space network. Council seeks clarification as to whether, where a road is funded, the relevant linear park is funded within it.
61. **Reconfigured open spaces** – Some open spaces have been reconfigured, removed or relocated between development of the Framework (2018) and the DCP (2023). Each is a site-specific issue addressed specifically in this submission, as some of the changes are supported and others not supported.

### Land and Construction funding – changes to project funding list

62. **Public Transport** – The Framework and DCP provides for a Tram Route and potential Metro Railway Stations along Plummer and Fennel Street (further comment on this is provided in *Theme 6 - Transport Project Funding*) albeit with no State Government commitment to either project.
63. The DCP funds open space along Plummer and Fennell Streets which are effectively required for associated uncommitted future public transport forecourts and public realm changes. Given the lack of commitment for the primary public transport projects that these

are intended to serve, these should be funded through the future public transport business case, freeing up DCP funds for an open space network that has more certainty as to its commitment for delivery and which provides more tangible benefit within the intended time frame of the DCP.

64. Specifically:

- Council seeks removal of DCP and OSU funding for linear and neighbourhood parks along Fennell and Plummer Streets (projects SOS01, SOS04, SOS05, SOS06, SOS07, SOS08, W OS06, WOS07 OSU12, OSU03) – associated with future uncommitted public transport upgrades.
- Council supports the DCP's exclusion of the Tram Depot and tram corridor in Montague Precinct – noting that delivery of this open space should be explored as a State-led Catalyst opportunity depending on the Government's currently uncertain public transport plans.

65. **North Port Oval Expansion** – The configuration of North Port Oval Expansion has changed since the Fishermans Bend Framework was approved in 2018. The updated project funding and delivery timing is welcomed and generally supported, subject to refinement. A detailed response to the North Port Oval Expansion proposal is set out later in this submission. This relates to projects SOS09A, SOS09B and SSR01.

66. **Wirraway and Montague's Large Northern Open Spaces** – Wirraway's Precinct Open Space (corner of Salmon and Woolboard Streets) and Montague's Large Neighbourhood Open Space (corner of Montague and Munro Streets) have both been reduced in size in the DCP compared with their original configuration in the Fishermans Bend Framework. The DCP provides no reasons for these changes. Council has reviewed the updated dimensions and notes that the change will compromise their functionality as key destinations for recreation and sport – particularly on the Wirraway site. Council therefore submits:

- Update Wirraway's Precinct Open Space – to re-include the land funding for the northern part of the site at 128 Salmon Street; and to include construction funding for the whole area of open space across 128 Salmon Street (project WOS05) and 112 Salmon Street.
- Update land and construction funding for Montague's Large Neighbourhood Open Space – to ensure the project re-includes the eastern portion at 1-5 Brady Street. This relates to project MOS08.

67. **Projects without Construction Funding** – Several open spaces are proposed with land acquisition funded via either the DCP or OSU mechanisms, yet no funding is available for construction. In these cases the DCP identifies that Council will fund the construction. Council does not support this and seeks to reallocate DCP funding from DCP projects associated with uncommitted infrastructure to funding of committed infrastructure. Council recommends:

- Construction funding should be introduced into the DCP for open space projects that had land funding but no construction funding (projects include OSU01, OSU05, OSU06, OSU09, OSU10, OSU11, OSU14, area of open space adjacent

to corner of Smith and Tarvers Street, area of open space created through road closure of Gittus Street, area of open space created through road closure of White Street – all are mapped above).

68. **Whiteman Street** – Whiteman Street Park has been changed from a mid-block park proposed in the Framework to a linear park. While the linear park increases access to sunlight along its length, it reduces the park's potential functionality as a community space. Council does not agree with this change and requests:
- Alter the DCP to reinstate the original configuration of Whiteman Street Park – as in the Framework (project MOS08).
69. **Reconsidered and potentially re-prioritised Mid-block Streets** – In its reviews of the transport network (see Transport Projects section for more information), Council has identified several mid-block streets which should be reconsidered as part of the DCP project prioritisation process, within the context of the DCP's budget limitations. Alternative outcomes or methods to provide these identified linear parks and streets are possible and should be fully exhausted before assuming DCP funding. The potentially affected projects are mapped and itemised within the Transport Projects section of this submission and include:
- Smith Street Extension (Between Tarver and Salmon Street),
  - Woodruff Street Western Extensions (between Graham, Bridge and Bertie Streets),
  - Woodruff Street Eastern Extension (between Boundary and Johnson Streets), Part of Ingles Street (north of Fennell),
  - Woolboard Road Extension (the part between Bertie and Ingles Streets).
70. **Salmon Street Linear Park** – The Linear Park adjoining Salmon Street (south-west corner of Salmon and Plummer Street) has not received DCP or OSU funding for either land acquisition or construction. Council notes that the open space is not within an existing road reserve and therefore currently sits unfunded. Council recommends that it should be funded – it sits within the core of the activity centre, fronting a heritage site, and creates a strong place-making opportunity.
71. **Elder Smith Reserve** – Construction funding for Elder Smith Reserve (project WOS02) should be partially re-prioritised. The DCP sets aside approximately \$22 million for embellishment of the site. Council has already committed \$4 million to develop multipurpose netball courts and associated facilities on the site. A further \$2 million was secured through State Government sport grant funding to assist with the project. DCP funding should be rescoped to offset the anticipated construction costs for the programmed upgrade of Elder Smith Reserve to the value of \$4 million. After this, additional DCP construction funding is not required to develop the site and can be reprioritised towards other Council identified open space priority projects as set out in this submission.

### Changes to the Open Space Uplift Mechanism

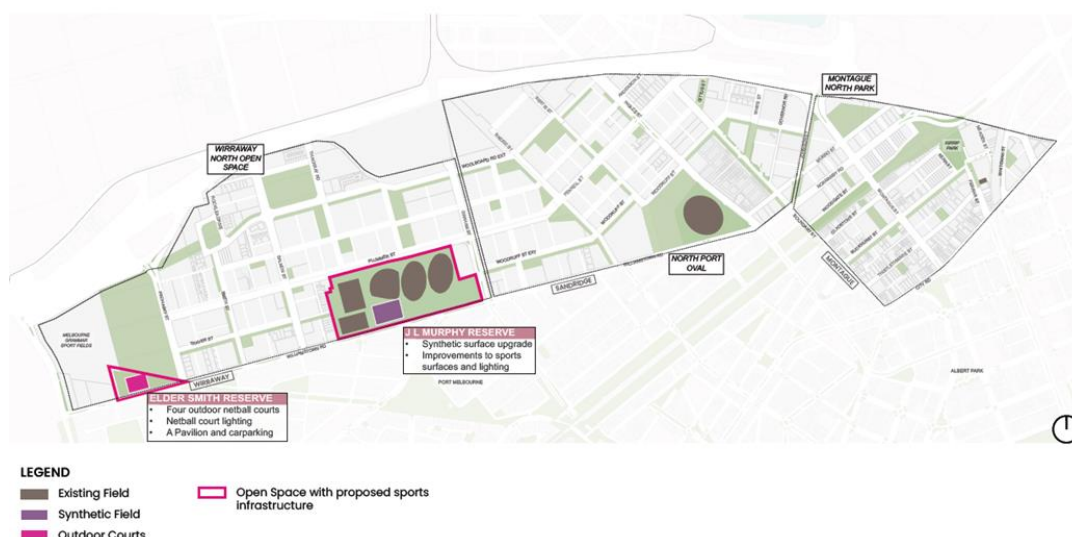
72. The Open Space Uplift Mechanism (**OSU**) is supported in-principle. However, Council has some concerns as follows:
- The OSU is a voluntary mechanism for developers. Feasibility of the OSU seems robust but has not been tested. Concern is raised about whether it will be a sufficient incentive. Council also notes that the OSU will “compete” with the Social Housing Floor Area Uplift mechanism embedded in the Capital City Zone Schedule 1. Council would like to see this interrogated through the Advisory Committee process.
  - The OSU’s (theoretical) fallback position (Plan “B”) as explained in the Fact Sheet, is that where a developer does not seek to proceed with the voluntary land contribution, “the POS land will be purchased or acquired by Government in accordance with the relevant provisions...” of the relevant Acts. Given that land cannot be acquired without a Public Acquisition Overlay and because the State Government is not able to exempt itself under section 20(4) of the Act in relation to the application of a Public Acquisition Overlay, Council requests that the State Government advise as to what mechanism it will use to efficiently acquire land that is not provided by the OSU. It is noted that funding has not been allocated in the DCP for the acquisition of this land.
  - Noting that the OSU projects include some important larger neighbourhood parks such as projects OSU07, OSU08 and OSU13 it is important for there to be certainty that these open space projects can and will be delivered.
73. The OSU is designed to appeal to developers of residential proposals only, but trends may shift to seek greater levels non-residential uses over time. As other uses could be proposed, and are allowed in Section 1 of the zone, it would be more comprehensive to explore a floor area uplift. This would also be consistent with a policy of encouraging buildings that are adaptable over time to other uses.
74. If it transpires that Council’s concerns in relation to the OSU are well founded and that the State Government cannot guarantee the delivery of the Open space areas either by the OSU or by ‘Plan B’, Council submits that the OSU mechanism should be abandoned in preference for the more certain DCP mechanism to deliver the relevant open spaces. Council seeks to ensure all open space areas are adequately funded to enable their delivery. This is particularly the case for the following OSU open space areas:
- Three Neighbourhood Sized Parks in Wirraway and Sandridge (projects including OSU07, OSU08, OSU13).
  - Selected local parks in Montague Precinct which are integral to deliver on the Montague Precinct Implementation Plan’s Place Vision (projects including OSU15 and OSU16).
  - Selected local parks in Wirraway that provide integral local park and linear connections (WOS08, WOS04 and the open space adjacent to corner of Smith and Tarvers Street).

## CONSTRUCTION COST UPDATES – SPORTS NETWORK

75. The Draft DCP's open space recommendations are primarily based on the Fishermans Bend Public Space Strategy (Planisphere, 2017) prepared for the State Government. This report is relatively high level, and does not address specific open space classifications, embellishment requirements and sporting requirements. None of the subsequent reports address these issues either. Consequently, the Draft DCP has an inconsistent approach to construction funding.
76. The DCP's sports network recommendations have not been underpinned by sufficient open space and sports network demand analysis and planning. This section provides further information and recommendations, to inform project re-costing.

### Existing Sports Facilities

77. The following sports fields and courts exist in Fishermans Bend or are soon to be delivered.



Existing Sports Network Infrastructure

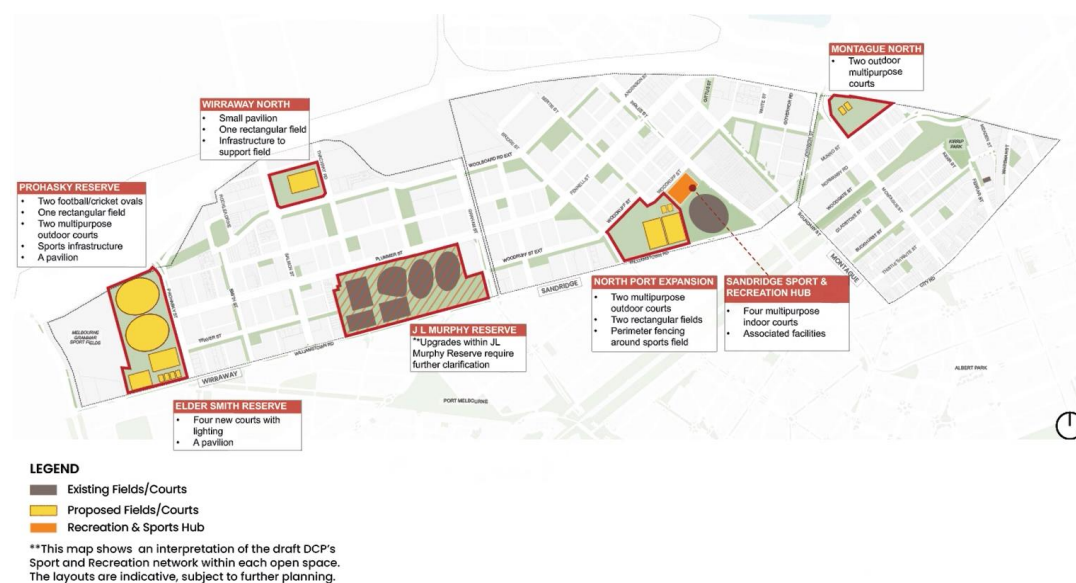
78. Existing structured sport and recreation facilities in Fishermans Bend are nearing capacity based on current municipal demand. This does not account for projected growth in Fishermans Bend. Current usage includes:
- Kirrip Park is set aside for unstructured recreation purposes.

- JL Murphy Reserve is one of Council's largest municipal reserves and hosts a range of structured sport and recreation activities including both state level competition soccer and numerous local level competition spots like Australian Rules Football (AFL), baseball, and cricket.
- It also serves a critical role in providing essential unstructured recreation, off-leash dog areas outside competition sport and training, community facilities and informal uses of open space to the surrounding community. This includes the Port Melbourne Secondary School and residents along Williamstown Road in Port Melbourne.
- North Port Oval is a regional sports facility that hosts state league competition Victorian Football League (VFL and VFLW) and Senior Domestic Cricket.
- Field usage across these spaces is nearing capacity with future participation demands, projected to increase by 58% in the next 20 years.
- Elder Smith Reserve has a limited informal open space use, currently functioning as a linear space subject to an existing service easement requirement. The site is being upgraded to provide four new netball courts and a pavilion – accommodating current demand and enhancing use of the site.

79. Sporting clubs in Fishermans Bend are at capacity and are now turning away people who want to play sport. This has a particular impact on women and girls who are increasingly wanting to participate in formalised sporting. Overuse of our sporting ovals makes ongoing maintenance more difficult, and the grounds are increasingly showing signs of disrepair.
80. In order to provide increased capacity within existing facilities, the grounds and maintenance schedules will need to be significantly upgraded (supporting increased daily usage). Council has recently invested in a synthetic soccer pitch at JL Murphy Reserve to achieve this purpose, as an example. Council understands these obligations and has planned for this. However, the additional population of Fishermans Bend will create a significant demand for open space facilities.

## DCP Sports Network Funding

81. The DCP's proposed funding for recreational facilities have been interpreted in the image below. The layouts are indicative. But this provides an overall understanding of the combined (existing/planned and proposed) recreational facilities.



DCP Sports Network Infrastructure (interpretation)

## Sports Network Review

82. The DCP's open space recommendations are predominantly based on the government's Fishermans Bend Public Space Strategy (Planisphere, 2017). The Planisphere report provided a general open space strategy but did not sufficiently address sporting requirements. Consequently, the DCP has not been based on a robust open space and sports network demand analysis and planning.
83. Council is currently completing a study of service planning needs for open space and recreation in Fishermans Bend, however the DCP was released prior to the project's full development and completion. This work includes consideration of:
- Open space network recommendations
  - Sport network demand and supply recommendations
  - Standardised sport and open space embellishment requirements
84. In developing Council's response to the DCP, the following has been analysed:



- Municipal sports demand and supply analysis
- Localised sports demand and supply analysis (Fishermans Bend)
- Concept planning of proposed sporting facilities to provide a network that meets demand (number of fields / courts) and is spatially viable (location and layout).

85. This table identifies initial projected municipal-wide demand estimates for major sport, and estimates for Fishermans Bend, based on a preliminary officer review. Table figures show draft demand projections for future sport facilities – this broadly identifies a growing demand and shortfall; it is not a reflection of proposed supply. Council is refining the findings through commissioned expert review.

Fields/Courts	Draft Municipal Sporting Needs (includes Fishermans Bend)			Draft Fishermans Bend Sporting Needs (extrapolated, initial estimates, to be updated through advisory committee process)		
	Supply 2023	Projected Demand 2023	Projected Demand 2041	Supply 2023*	Demand 2023	Projected Demand 2051
AFL	16	20	33	3	N/A	5
Cricket	20	23	38	3	N/A	5
Baseball	2	3	5	1	N/A	1
Basketball (indoor)	11	15	23	0	N/A	4
Hockey	1	2	3	0	N/A	1
Soccer	16.5	23	44	3	N/A	8
Netball (outdoor court)	11	14	22	4**	N/A	10
Tennis (outdoor court)	27	39	63	0	N/A	

\* existing supply addresses municipal demand. \*\* Four netball courts are proposed in Elder Smith Reserve

86. Initial learnings include:

- There is a current and growing projected shortfall in meeting municipal-wide sporting demand, including Fishermans Bend.
- Fishermans Bend will need to cater for a wide range of functions (sporting and recreational – major open spaces need to balance this outcome).
- Fishermans Bend can provide fields to meet its own sporting demand (if Fishermans Bend is viewed in a vacuum, not accounting for current and future city-wide demand). However, JL Murphy Reserve and North Port Oval currently provide a critical municipal-wide sports facility function which continues to apply in these locations.
- Consideration must be given to the current level of demand already on areas of existing open space providing for sport and recreation within Fishermans Bend, and the role these spaces will play in servicing the existing and future



communities that reside outside of Fishermans Bend. Most of the growth created by Fishermans Bend will need to be accommodated by investment into new spaces outside of North Port Oval and JL Murphy Reserve, as well as upgrades to improve efficiency of usage within JL Murphy Reserve.

- There are limited locations across Fishermans Bend large enough in size to provide the necessary sporting infrastructure required to cater for the future population. The network will need to carefully balance its demand for sport and recreation while also providing additional informal open space opportunities. The largest 'District' and 'Precinct' level open spaces should have a greater emphasis on sporting opportunities to meet growing demand as these fields will not fit elsewhere. It is paramount that sufficient funding is provided to enable innovative solutions to these challenges. Locations like Prohasky Reserve, Wirraway North Park, Montague North Park and Sporting and Recreation Hubs can be progressed to meet the Fishermans Bend and regional demand.

87. Council submits that demand and cost for sporting infrastructure needs to be a key consideration for the DCP, as this element of the construction costs can vary widely. Therefore, construction costs currently provided for in the DCP should be reviewed having regard to Council's sports facility recommendations set out below.

#### **Council's Recommendations for the Sports Network**

88. DCP funding should provide basic and essential facilities for community sport (not professional).
89. DCP funding should prioritise sport and recreation in the five largest open spaces as these provide adequate space for this functionality:
- JL Murphy Reserve – District Open Space
  - Prohasky Street Reserve – District Open Space
  - North Port Oval Expansion – District Open Space
  - Wirraway North – Precinct Open Space
  - Montague North – Neighbourhood Open Space
90. A network of new courts and multi-functional fields are recommended across Prohasky Street Reserve, North Port Oval Expansion, Wirraway North Precinct Open Space, and Montague North Neighbourhood Open Space. The DCP should include concepts which reflect the indicative layouts set out below.



#### Summary of Recommendations - Sports Network Infrastructure

91. The indicative layouts shown above allow for rectangular, oval or combination (multifunctional). Council recommends planning for multipurpose facilities, which provides flexibility for a range of future sporting and recreation options. The provision of these facilities should then be costed and included in the DCP. This approach to funding then secures a baseline level of funding for community sport and allows for future processes to determine location of individual sporting priorities across the network.
92. Currently, the DCP does not identify funding inclusions at an appropriate level of detail for Council to assess. Therefore, Council seeks clarification about the funding proposals at JL Murphy Reserve (which currently serves existing and growing municipal demand). Council is supportive in-principle of pursuing basic rather than transformative upgrades. However, the DCP's recommendations at JL Murphy Reserve require further review. Planning for the open space facilities should take into account existing and projected municipal usage vs forecast Fishermans Bend usage as well as standard embellishment requirements, greening requirements and drainage requirements.
93. Increased investment is required at Prohasky Street Reserve and Wirraway North to alleviate medium and long term pressure on the network.

## CONSTRUCTION COST UPDATES – OTHER OPEN SPACE CONSIDERATIONS

94. The DCP's open space construction funding (in so far as one is able to discern what is costed) is scoped inconsistently. Council provides the following information and recommends that the State Government includes these assumptions in updated DCP project costings.

### Standardising inclusions – general open space

95. The DCP's open space recommendations are primarily based upon the government's Fishermans Bend Public Space Strategy (Planisphere, 2017). As noted earlier, this report is relatively high level and does not address specific open space classifications and embellishment requirements. Consequently, the DCP has an inconsistent approach to embellishment funding.
96. It is Council's position that all public open space identified under the Fishermans Bend Framework should be accompanied by appropriate and consistent embellishment funding in the DCP. The level of embellishment required for each area of public open space has been determined by Council officers through the application of a proposed open space hierarchy for Fishermans Bend, and by reference to the City of Port Phillips Public Space Strategy, Technical Report 2022, which further guides the appropriate location of facilities and features in existing and new public open space.

City of Port Phillip Public Space Strategy hierarchy	Appropriate provision of infrastructure
All public open spaces	<ul style="list-style-type: none"> <li>- Preliminaries and site preparation</li> <li>- Earthworks and excavation</li> <li>- Furniture and fittings (seats, benches, bike racks, bins, drinking fountains, signage)</li> <li>- Drainage and irrigation</li> <li>- Lighting</li> <li>- Concrete and pavement work, walls, fences, barriers, accessible paths</li> <li>- Grassing, garden beds, tree planting</li> </ul>
Small local/ Local	<ul style="list-style-type: none"> <li>- Barbecue facilities</li> <li>- Shelters</li> <li>- Exercise/fitness facility</li> <li>- Playground</li> <li>- Public art and monuments</li> <li>- WSUD feature and infrastructure, including sustainable water supply.</li> <li>- IWM and distributed storage where applicable</li> </ul>
Neighbourhood	<ul style="list-style-type: none"> <li>- Barbecue facilities</li> <li>- Shelters</li> <li>- Exercise/fitness facility</li> <li>- Playground</li> </ul>

	<ul style="list-style-type: none"> <li>- Public art and monuments</li> <li>- WSUD feature and infrastructure, including sustainable water supply.</li> <li>- IWM and distributed storage where applicable</li> <li>- Events</li> <li>- Dog off-leash areas</li> <li>- Public toilets</li> <li>- BMX or skating facilities</li> <li>- Unstructured recreation facilities</li> <li>- Structured sport and recreation facilities</li> </ul>
City-wide/Regional	<ul style="list-style-type: none"> <li>- Barbecue facilities</li> <li>- Shelters</li> <li>- Exercise/fitness facilities</li> <li>- Playground</li> <li>- Public Art and monuments</li> <li>- WSUD feature and infrastructure, including sustainable water supply.</li> <li>- IWM and distributed storage where applicable</li> <li>- Events</li> <li>- Dog off-leash areas</li> <li>- Public toilets</li> <li>- BMX or skating facilities</li> <li>- Unstructured recreation facility</li> <li>- Structured sport and recreation facilities</li> <li>- Water feature</li> <li>- Carparking</li> </ul>

97. All open space and infrastructure delivered should be built to the Green Star Communities sustainability standards as required by the Fishermans Bend Framework.

#### Standardising Inclusions – Sports Fields and Facilities

98. Council is working through a list of standard embellishment requirements for community sporting infrastructure, including matters like pavilions, shelters, goal posts, lighting, fencing, and water management including drainage, flood management and irrigation. This can be further developed for the advisory committee process to assist the State Government in improving the accuracy of DCP costings for community sporting facilities.
99. If necessary, at this stage of the process, Council can supply further information about sports infrastructure quality requirements (e.g. field surfacing). Council notes that some fields may require synthetic surfacing, to meet sports usage requirement. This is something that should be considered as part of re-costing processes.
100. A key issue in Fishermans Bend is defining what basic and essential sporting infrastructure is within a high density, high usage setting, in addition to mitigating the potential impacts of climate change. Given that setting, construction costs will need to ensure that facilities are designed to cater for higher levels of usage and be multipurpose and resilient in design. This will affect elements of cost relating to the quality of playable surfaces, appropriate

construction materials, flexibility in design for multiple functions, particularly flood storage and mitigation, and other required design elements like lighting, irrigation and access.

### Unstructured Recreation – Play Spaces

101. The DCP's proposed network of play spaces will not achieve the target set in the Fishermans Bend Framework for a 400m access catchment. Council has reviewed the location of existing and future playspaces based on the 400m catchment requirement. Council anticipates a significant increase in the demand for unstructured recreation and play spaces needed to service the projected population and demographic profile of Fishermans Bend. Unstructured recreation facilities such as skate parks have been included in Council's assessment as they provide a similar function in encouraging several types of recreation considered important to improving health and wellbeing. The following indicative play space locations are recommended.



Play Space Locations

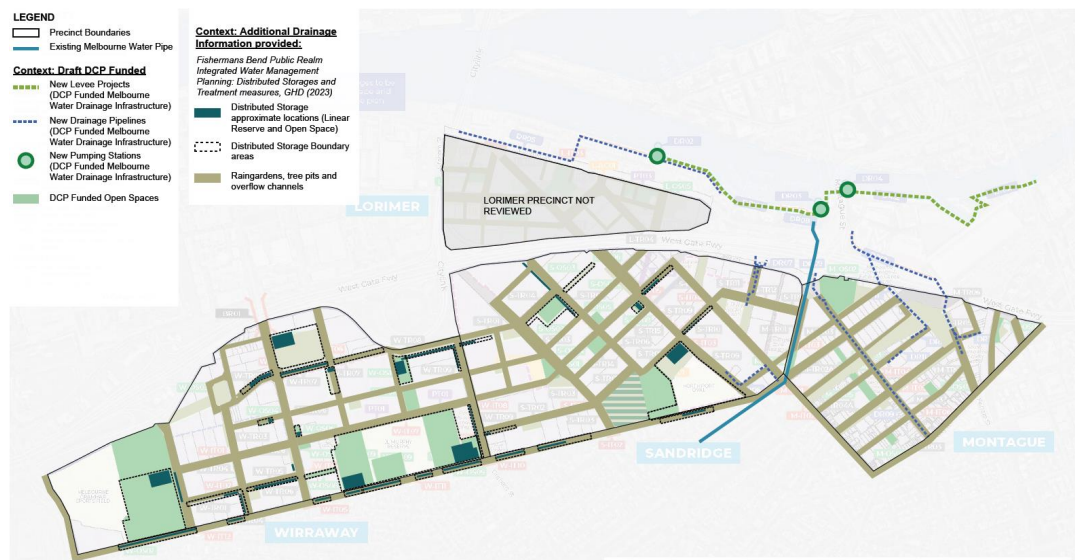
### Greening

102. The Fishermans Bend Framework outlines several bold targets for urban greening, including urban canopy cover and biodiversity. However, it is unclear how the DCP will effectively fund or contribute to the delivery of these targets across both street-based open space and the public open space networks. Council seeks that urban greening and biodiversity line items be included in open space project costings. Consideration must be

given to the required sequencing, ongoing management, and interim delivery of urban greening elements and how they need to be prioritised ahead of other open space related elements to create spaces that are cool, green, and functional. Council is in the process of developing a municipal Urban Forest Strategy and may be able to provide further information if it assists in the State Government's updated DCP costings.

### Drainage

103. Fishermans Bend faces significant water challenges, including stormwater, riverine and coastal flooding, which will be exacerbated by climate change. As such, the Fishermans Bend Water Sensitive City Strategy 2022 adopts a hybrid flood mitigation approach including: distributed storages, new drainage pipes and connections for the inlets and outlets, bioretention systems (i.e. raingardens), tree pits and overland flow channels for flood mitigation, passive irrigation, and stormwater treatment.
104. Council commissioned the Fishermans Bend Public Realm IWM Planning - Distributed Storages and Treatment Measures Report (GHD, 2023), to explore implementation of the Strategy. The map below summarises the findings of the IWM report. The findings are explained under *Theme 5 - Drainage Project Funding* of this submission but key open space and recreation issues are noted here.
105. Council recommends Open Space construction costs should account for the IWM and Distributed Storage initiatives and requirements. Council also recommends:
  - Appropriate construction funding must be included in areas of open space that have been identified for potential integrated water management and distributed storage opportunities or it should be made clear that this is a developer responsibility (which we doubt would be effective).
  - The primary purpose of open space is for public use and recreation. A secondary critical function is water management, particularly flood mitigation, through a network of distributed storages. When included within recreational spaces, distributed storages should be designed and costed so that they minimise impact to the recreational purpose. This may come at increased cost (such as allowing for undergrounded storage tanks or lowered recreational and sport areas that capture and temporarily store flood waters but are useable spaces ordinarily).



Summary of IWM and distributed storage findings affecting streets and open space – GHD, 2022



## NORTH PORT OVAL EXPANSION

106. North Port Oval expansion presents a unique opportunity to build upon existing assets within the precinct while creating a destination for open space, sport and community.
107. In December 2023, Council purchased the site at 509 Williamstown Road (known as the former Australia Post site) for the purpose of delivering open space, sport and recreation facilities in accordance with the Fishermans Bend Framework's vision.
108. The DCP proposal for North Port Oval Expansion includes:
- \$137.8M of DCP funding is set aside for open space and recreation across 509 Williamstown Road (known as Australia Post site), 501 Williamstown Road (known as the Bunnings site), and Bertie Street Road Closure (S-OS09A&B).
  - \$96.26M of DCP funding is set aside for the Sandridge Sporting and Recreation Hub (stage 1) at 203 Ingles Street (known as the DHL site).
  - There has been a reconfiguration of Open Space and Sport and Recreation Hub locations across these sites when compared with those in the 2018 Framework.
  - DCP mapping notes that a school will be located alongside the open space. The school is not funded by the DCP. The school's exact location is not confirmed – however it appears to be located over the Bunnings site no doubt to take advantage of the nearby open space facilities.
  - The DCP notes that further master planning work will be done to determine project boundaries and to refine land areas, land costs and embellishment costs to inform the final DCP.
  - The DCP proposes delivery of the Australia Post (land and construction) and Bertie Street (construction/embellishment) in Phase 1 (2024-2033), the Bunnings Site (land and construction) in Phase 2 (2034-2045), and the Sport and Recreation Hub across Phase 2 (land) and Phase 3 (construction) (2046-2055).
109. Council's position is that it:
- Supports the State Government's plans to fund land acquisition and construction for these projects in the DCP.
  - Supports the proposed delivery timing – particularly the funding and delivery of the Australia Post site in Phase 1 (2024-2033).
  - In-principle supports the updated land configuration, subject to further refinement of project boundaries, land areas, land costs and embellishment costs to inform the final DCP.
  - While State Government has indicated a preference for the Australia Post site, Bertie Street and Bunnings Sites to collectively deliver a new school, and open



space/sporting fields, Council prefers to retain the Australia Post and Bertie Street sites for the sole purpose of open space.

- Delivery of a large multifunctional sporting field, allowing for a large senior oval or two rectangular fields as a baseline. Council's investigations have shown that the Bunnings site cannot fit both a senior oval and a school. Therefore consideration needs to be given to how the three sites fit together over time. Concept layouts exploring sporting field upgrades are to be provided at the Advisory committee hearings.

110. Council therefore seeks a way forward in which before the final resolution of the DCP the Council and the State Government work together to:

- Undertake master planning, staging, design and delivery of the site and broader hub (including upfront addressing the elements necessary to resolve the DCP); and
- Ensure that the DCP facilitate land acquisition and proper construction cost reimbursement.

## DELIVERY TIMING (KEY SITES)

111. The DCP includes three delivery phases. The table below table sets out Council's position on delivery timing for key open spaces. The recommendations account for sports demand and supply phasing across the network.
112. Council seeks prioritisation within the first 10 years for:
- Land Acquisition and Construction funding for North Port Oval Expansion (Australia Post and Bertie Street)
  - Construction Funding (reduced scope) – for Elder Smith Reserve.
  - Construction funding for Montague North but could alternatively support Land Acquisition for Wirraway North in the latter part of Phase 1, securing the next phase of expansion after the Australia Post site.

	Phase 1 2024-2033	Phase 2 2034-2045	Phase 3 2046-2055	Does this differ from DCP?
<b>Montague Precinct</b>				
<b>Montague North</b>	Land already owned Construction			DCP had construction in Phase 2. Council recommends latter part of Phase 1.
<b>Sandridge Precinct</b>				
<b>North Port Oval Expansion</b> – Australia Post & Bertie Street	Land Acquisition (Aus Post) Construction			DCP had land acquisition and construction in Phase 1. Council submission aligns. However construction might require interim and final design, dividing construction across Phase 1 and 2.
<b>North Port Oval Expansion</b> – Bunnings Site	Explore land acquisition	Land Acquisition Construction		DCP had land and construction funding in Phase 2. Council submission aligns.
<b>North Port Oval Expansion</b> – Sandridge Sport and Recreation Hub		Land Acquisition	Construction	DCP had land funding in phase 2 and construction in phase 3. Council submission aligns.
<b>Wirraway Precinct</b>				
<b>JL Murphy Reserve Upgrades</b>	Land Already owned	Construction		DCP had construction funding in Phase 2. Council Submission aligns.
<b>Wirraway North</b>		Land Acquisition Construction		DCP had Land funding in Phase 2, and no construction. Council submission seeks land in Phase 1 or 2, and construction funding in Phase 2. Also, seeks larger open space land area than in the DCP (noted previously in submission)

	Phase 1 2024-2033	Phase 2 2034-2045	Phase 3 2046-2055	Does this differ from DCP?
<b>Elder Smith Reserve</b>	Land Already owned Construction funding			DCP had construction funding in Phase 2. Council submission brings construction forward to Phase 1.
<b>Prohasky Street Reserve</b> Stage 1 – Southern Section		Land Acquisition Construction		DCP had Land and Construction for the southern parcel in Phase 2, and the northern parcel in Phase 3. Council submission aligns.
<b>Prohasky Street Reserve</b> Stage 2 – Northern Section			Land Acquisition Construction	However, DCP is unclear when the sporting infrastructure gets delivered across these two phases (as it's listed as one project) so this needs clarification.

# **THEME 4**

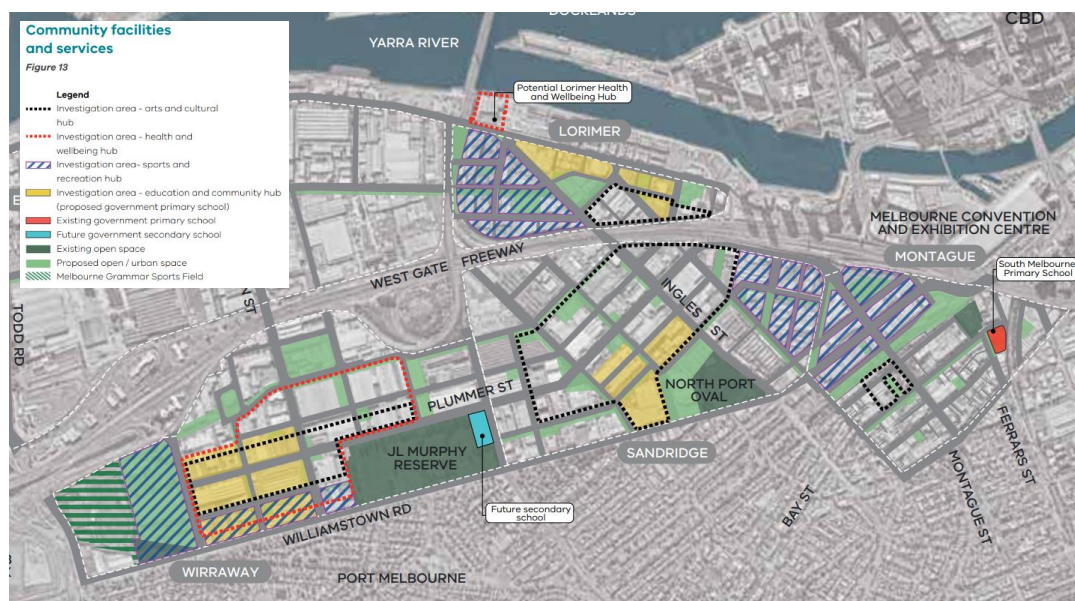
## **COMMUNITY HUB PROJECT FUNDING**

## SUMMARY OF RECOMMENDATIONS

- **Additional Community Hubs** – Council recommends additional DCP funding to deliver Montague Arts and Cultural Hub, Sandridge Sport and Recreation Hub (with an increased scope) and Community Facilities in schools.

## FISHERMANS BEND FRAMEWORK

114. The Fishermans Bend Framework 2018 vision outlines four types of Community Hub Investigation Areas: Health and Wellbeing, Education and Community, Sporting and Recreation, Arts and Cultural Hubs.
115. Council continues to support the full vision for community hubs, whether they are delivered via DCP or other funding mechanisms.



## DCP FUNDING OVERVIEW

116. The DCP provides funding for a limited set of Arts and Cultural and Sporting Hubs namely:
- Lorimer Arts and Cultural Hub
  - Sandridge Arts and Cultural Hub – a combined Sandridge/Wirraway hub
  - Sandridge Sport and Recreation Hub – ‘Stage 1’
117. The DCP excludes funding for the following hubs which have no identified funding pathways – which is a key issue for Council:
- Montague Arts and Cultural Hub
  - Sport and Recreation Hubs requirements to meet the demands of the urban renewal area (addressing projected Lorimer, Wirraway, Sandridge, Montague Precinct needs)
  - Co-funding for ‘health and wellbeing hubs’ and ‘education and community hubs’ to ensure that relevant co-located facilities can be provided alongside State delivered hospitals and schools.
118. The DCP excludes funding for Health and Wellbeing Hubs, and Education and Community Hubs. The DCP notes the State Government’s strategic funding approach for ‘catalyst infrastructure’ where hospitals and schools would be delivered via other government funding sources.

## PROJECT FUNDING CHANGES – SUMMARY

119. Acknowledging that there is a funding constraint, and acknowledging that a development contribution plan provides for a *contribution* to the cost of infrastructure, subject to specific recommendations in this submission, Council generally supports the State Government’s DCP prioritisation approach to:
- exclude funding for Health and Wellbeing Hubs (eg. hospitals and allied health services) and Education and Community Hubs (eg. schools) – acknowledging that these types of facilities should be funded more effectively by their respective traditional State and Federal pathways and are considered ‘catalyst infrastructure’; and
  - focus on DCP funding for key Sport and Recreation Hubs and Art and Cultural Hubs as essential infrastructure.
120. Council’s position on community hub DCP funding includes:

121. Council submits that the additional funding that would be required for these projects can be funded through savings from the re-prioritisation of other project types, and potential co-location of facilities.

[illegible]

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## PROJECT FUNDING CHANGES – FURTHER DETAIL

123. This section provides further context for each Council recommendation.

### COMMUNITY FACILITIES AT SCHOOLS

124. Council recommends that the DCP should contribute to funding community facilities that would be co-located with new school builds, to deliver the envisioned 'Education and Community Hubs'.
125. The State Government is proposing to fund schools as catalyst infrastructure separately of the DCP. State funded schools are generally delivered with a list of standard facilities. Council's experience on recent school projects (including the South Melbourne Primary School and Port Melbourne Secondary School) has identified a notable gap between community hub expectations as set out in the Fishermans Bend Framework and community infrastructure plan, and what is funded by the school projects – necessitating supplementary funding from other sources.
126. Co-location of community facilities can build social cohesion and connection while also facilitating learning opportunities, improving school attendance and encouraging family involvement in schools. Other benefits include:
- creating stronger social networks between schools and communities
  - improving availability of community facilities in local communities
  - improving school security and reducing vandalism as a result of the increased use of school premises out of school hours
  - providing information technology centres for community use, allowing better access for communities to state-of-the-art facilities
  - offering financial savings as a result of sharing the operating and maintenance costs of large facilities such as performing arts spaces, or sports facilities
  - co-locating preschool centres on school grounds, promoting greater community involvement in school activities and children's learning.
127. Creating a specific budget within the DCP to be used for the provision of community facilities in schools would ensure these facilities were prioritised when planning for schools to build comprehensive community hubs.



## SPORTS AND RECREATION HUBS

128. The Fishermans Bend Framework provides a vision for four Sports and Recreation Hubs, comprising one within each precinct (Montague, Sandridge, Wirraway and Lorimer). The DCP on the other hand proposes to fund Stage 1 of a combined Sandridge Sport and Recreation Hub being DCP project S-SR01.
129. Council supports in-principle the intent to create a consolidated and centralised Sporting and Recreation Hub in Sandridge. Delivering a single hub at-scale provides efficiencies for its use and management. However, the DCP only funds a restricted set of facilities, and the project requires a re-scoping to appropriately meet the greater demands of Fishermans Bend that it is now serving.
130. Council's in-principle support for a centralised sporting and recreation hub is on the basis that this hub must be appropriately scoped and funded to meet the sporting and recreation demands of Sandridge, Wirraway, Montague and (if not met elsewhere) Lorimer Precincts including their projected residential and working populations. The objective cannot be realised by the current project funding and scope in the DCP, which only funds Stage 1 of the project and in an amount that effectively represents the cost for a single precinct's hub.
131. Council again observes that the State Government has not produced a sports or recreation demand analysis underpinning the sporting hub proposal. Accordingly, this remains an unresolved issue.

## ARTS AND CULTURAL HUBS

132. The Fishermans Bend Framework includes a vision for four Arts and Cultural Hubs, comprising one hub within each precinct (Montague, Sandridge, Wirraway and Lorimer). The DCP is proposing to fund Lorimer Hub and a combined Sandridge and Wirraway Hub. It does not fund the Montague Arts and Cultural Hub.
133. Council is supportive of the original Fishermans Bend Framework 2018 vision, and seeks to ensure that all four arts and cultural hubs are funded by the DCP, whether as separate or combined hubs.
134. Council supports funding for a Lorimer Arts and Cultural Hub (subject to City of Melbourne's support) – but has not assessed the cost or facilities provided within the hub.
135. Council supports the intent to create a combined Sandridge and Wirraway Arts and Cultural Hub – in to a single, larger and more centralised location. Council accepts that the location and scope of the facility requires further investigation – through master planning as proposed in the DCP.
136. Council seeks to identify DCP funding for the Montague Arts and Cultural Hub, whether at a specific location or within an investigation area:

- Montague is experiencing the most growth upfront in Fishermans Bend. The Montague Arts and Culture Hub represents a high-quality community infrastructure outcome that is necessary to catalyse and support community and development outcomes.
- The vision for Montague is “a diverse and well-connected mixed use precinct celebrating its significant cultural and built heritage, and network of gritty streets and laneways”. This vision is heavily linked to its heritage, character, arts and cultural offering.
- The Fishermans Bend Framework and further strategic work on the Montague Precinct Implementation Planning process has identified this precinct as having a strong creative and cultural offering – that should be supported through the DCP. The DCP proposes to fund similar Arts and Cultural Hubs in other precincts where there is a lesser arts and cultural link to the vision.
- The location of the hub requires further investigation to determine an appropriate site. However, the funding should be secured by the DCP. Council supports identifying a broad investigation area for the location, targeted around Kirrip Park, Buckhurst Street, the 'Montague Walk' open spaces, and Montague Specialist Secondary School – all of which anchor the activity centre vision set out in the Montague Precinct Implementation Plan.

# **THEME 5**

## **DRAINAGE PROJECT FUNDING**

## SUMMARY OF RECOMMENDATIONS

- **Updated Flood Modelling and Drainage Strategy** – State Government should lead the preparation of updated flood modelling and drainage strategy to inform DCP projects, based on the most current information available, including data provided by Council. It is expected that the updated modelling will affect Drainage project cost and location, which in turn will have implications on drainage projects and road projects in the DCP.
- **Clarification of Integrated Water Management and Distributed Storage Costs** – Ensure that the full estimated \$26m cost for IWM and distributed storage projects is accounted for within the DCP. Clarify the approach to IWM across the combination of roads, open space and drainage projects. Clarify the approach to potential increased costs for multi-functional distributed storage to address flood requirements in open space which has a primary recreation function.
- **Clarification of project cost inclusions for drainage infrastructure in transport projects and open space projects** – It is unclear as to whether the DCP has adequately accounted for drainage / water management across Fishermans Bend or even within related open space and road projects. DCP investment in local drainage systems above standard Council processes will be required to meet the Fishermans Bend Water Sensitive City Strategy (2022).

## CONTEXT

### Flood Mitigation in Fishermans Bend

137. There are significant flooding risks across Fishermans Bend and surrounds, including stormwater, riverine and coastal flooding. Local challenges include land contamination, groundwater contamination, significant impervious areas, poor infiltration conditions, low lying areas affected by tidal events, sea level rise and capacity constraints of the outdated drainage system. Incoming development and climate change will exacerbate existing issues.
138. The Fishermans Bend Water Sensitive City Strategy (2022) was developed by the State Government to support a hybrid flood mitigation approach across the public and private realm. Within the public realm this includes locally distributed flood storages as part of streetscapes and open spaces; and major drainage and flood mitigation projects, including major pipe upgrades, pump stations, and levees.
139. Council has been supportive of the hybrid flood model approach in-principle, noting that further investigation will be required for its implementation and delivery.
140. The DCP partially funds the flooding and drainage network. The way it does this is a new proposal not previously considered by Council. It is unclear as to whether the DCP has adequately accounted for drainage / water management across Fishermans Bend or even

within related open space and road projects. DCP investment in local drainage systems above standard Council processes will be required to meet the Fishermans Bend Water Sensitive City Strategy (2022). Council would like the opportunity to work with the State Government to address the outstanding issues.

#### **Continuous Improvement of data and modelling**

141. Council is aware that the following reports and strategies have been completed to guide the Integrated Water Management and best management practices for the Fishermans Bend drainage recommendations in the DCP:
- Fishermans Bend Baseline drainage plan options - Melbourne Water (GHD, 2017)
  - Fishermans Bend – Integrated and Innovative Water Management (Ramboll, 2018)
  - Fishermans Bend Water Sensitive Drainage and Flood Strategy – Melbourne Water (GHD, 2019)
  - Fishermans Bend Urban Ecology Study' (GHD, CRC for Water Sensitive Cities, RMIT University, 2020)
  - Good Design Guide for Buildings in Flood Affected Areas in Fishermans Bend, Arden and Macaulay (Melbourne Water, City of Melbourne, City of Port Phillip, 2021)
  - Fishermans Bend Water Sensitive Strategy (2022)
142. Council also developed the following additional evidence which have previously been shared with the State Government and should be accounted for in the DCP's updated recommendations. These will be shared again to ensure they inform the DCP process:
- Port Phillip Act and Adapt - Sustainable Environment Strategy 2023-28, which supports a climate responsive planning, design and delivery for our municipality including Fishermans Bend.
  - CCTV program findings – updating the drainage line data for Fishermans Bend, which underpins Drainage project recommendations.
  - Fishermans Bend Public Realm IWM Planning - Distributed storages and treatment measures Report (GHD, 2023), which underpins the IWM and Distributed storage cost and location recommendations.
143. Council notes the State Government's recently released Port Phillip Bay Coastal Hazard Assessment, which presents further updated analysis that may affect drainage proposals in Fishermans Bend. Council also notes the Catchment Scale Integrated Water Management Plan (CSIWM) that is currently being finalised by DEECA and includes priority actions of relevance to Fishermans Bend.

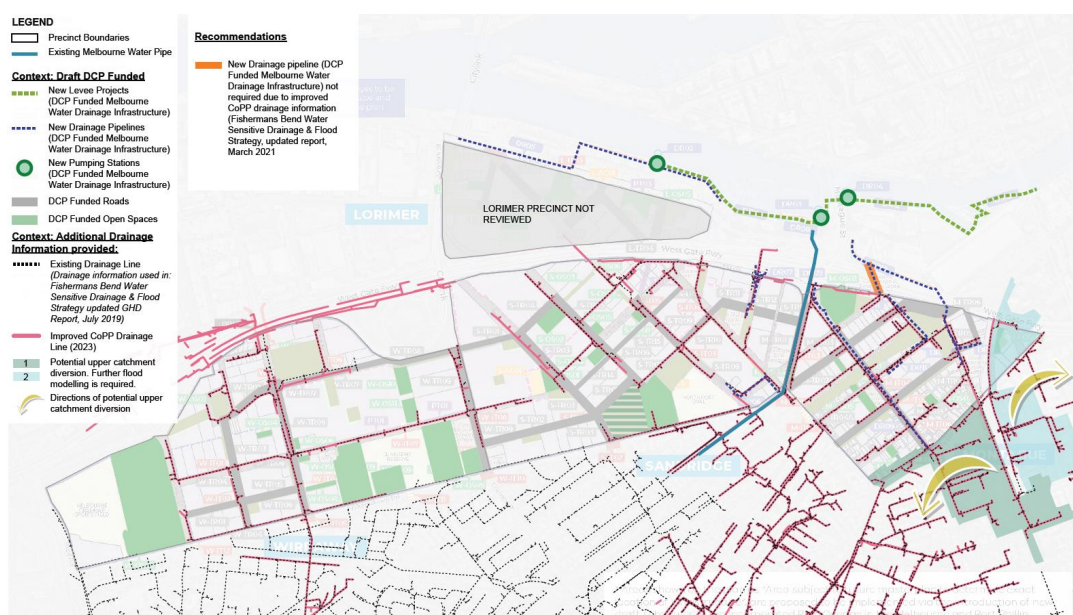
144. Council recommends that the State Government lead an updated flood and drainage modelling assessment, to underpin a revised DCP.

## DRAINAGE PROJECT CONSIDERATIONS

145. The DCP includes a \$309 million of major drainage and flood mitigation projects, to be funded with a \$3000 per unit charge built into the per dwelling rate. The drainage charge will not recoup all of the costs of the flood mitigation projects and it is unclear what impact this funding shortfall will have on the implementation of the projects.
146. Approximately \$130 million of this expenditure is required within the first 10 years of the DCP. This heavy up-front expenditure has the potential to 'crowd out' and delay other essential infrastructure from the DCP fund in the first 10 years of the operation of the DCP.
147. The Fishermans Bend Framework (2018), Fishermans Bend Water Sensitive City Strategy (2022), the Fishermans Bend Development Contributions Plan (2023) are based on information from the Baseline Drainage Plan (GHD, 2017) and Water Sensitive City Technical Report (GHD, 2019) and Fishermans Bend Water Sensitive Drainage and Flood Strategy (GHD, 2019).
148. Council is concerned that underlying assumptions about the flood modelling upon which the drainage infrastructure proposals are based **do not** reflect actual conditions. This means that the potential to divert flow before it reaches Fishermans Bend, and to reduce the need for upgrades to the drainage infrastructure within and surrounding Fishermans Bend, may not have been fully considered.
149. Council has previously raised concerns that the model's data and information, which has informed flood mitigation / drainage projects in the DCP, was based on high level assumptions that did not reflect actual conditions, and that the model was not at a maturity to deliver the desired mitigation outcomes or community value (cost effective project selection).
150. In 2019, Council commenced a CCTV program to assist to validate the flood model assumptions with real-world data. The program is still underway but has already identified major differences between the flood model's assumptions and the actual inground infrastructure by:
- validating existing drainage lines
  - identifying new drainage lines
  - identifying the size of existing and new drainage lines
151. Council recommends that the State Government should update its flood modelling, accounting for updated information developed by the State Government and Council, to underpin the accuracy of the DCP.
152. The potential implications for DCP funding, from Council's data alone, could include:

- Alternative drainage upgrade recommendations, within Fishermans Bend and potentially at upper catchment diversion areas.
- Changed drainage project locations and costs.
- Changed road project priorities (currently the DCP prioritises upgrades on key streets where drainage line upgrades are required, supporting a combined 'dig once' investment, therefore drainage project requirements may affect road project selection).

153. This map below provides a summary of the improved Council drainage data (current at December 2023) and highlights the opportunity for diverting flow from upper drainage catchment – to be explored.



154. Council's initial review shows that there is potential to divert flow and reduce the need for upgrades to the drainage infrastructure. Council recommends that the State Government should update its flood and drainage modelling to inform DCP projects and then review the DCP with that new modelling and requirements.

155. There is an opportunity to consider upper catchment diversion to resolve issues in Fishermans Bend. Specifically:

- Diverting water flow from the upper Montague Street drainage catchments, outside FB renewal boundary, would have a positive impact to the Montague catchment without significant impact to the Pickles Street catchment.

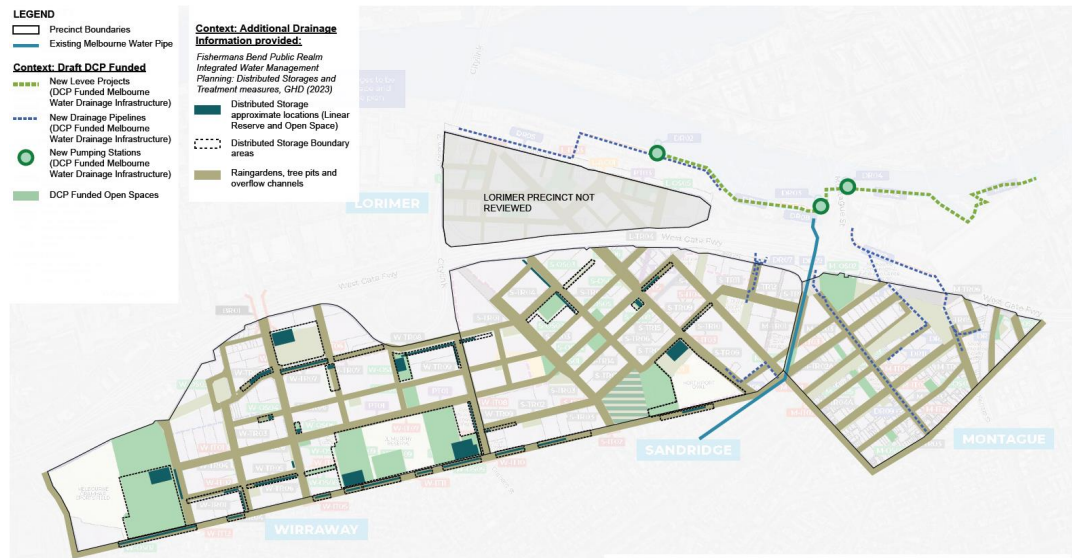
- Improving Water sensitive urban design in the Pickles Street catchment would benefit both catchments and deliver greater benefits to the community.
  - Out-of-precinct solutions have already been explored in the DCP, namely the proposed levee projects and pump stations at the Yarra River's edge.
156. Further modelling on diversion and storing water outside the Fishermans Bend boundary should be explored as a cost-effective alternative to providing similar levels of service within the Fishermans Bend boundary. Council's improved drainage data and flood model should be reviewed and optimised to provide the best information and input to the options being considered for delivering this service to the community.

## **INTEGRATED WATER MANAGEMENT & DISTRIBUTED STORAGE PROJECT CONSIDERATIONS**

157. Fishermans Bend Water Sensitive City Strategy 2022 adopts a hybrid flood modelling approach. Council commissioned the Fishermans Bend Public Realm IWM Planning - Distributed storages and treatment measures Report (GHD, 2023), to explore implementation of the strategy. This builds upon the State's flood model and assumptions which had informed the Fishermans Bend Framework and Water Sensitive City Strategy (also prepared by GHD). The report recommends a combination of flood mitigation outcomes across the road and open space network, including distributed storages, new drainage pipes and connections for the inlets and outlets, bioretention systems (e.g. raingardens), tree pits and overland flow channels for flood mitigation, passive irrigation and stormwater treatment.
158. The cost of this infrastructure is estimated in the strategy at \$24,460,000 as at March 2022 (adjusted to \$26,074,360.00 with inflation). These projects and costs should be included in the DCP because of the broad usage of the projects – whether managed via general drainage projects (that can be applied on a case-by-case basis), or within specific road and open space projects.
159. The DCP includes \$11 million for the construction of distributed water storage infrastructure. The costing methodology for the DCP's distributed storages network is unclear. Clarification is required.
160. The information presented with the DCP does not clarify how the IWM and distributed storages have been appropriately accounted for within open space and road project costings.
161. The following map summarises the findings of the IWM report, including:
- Distributed storage size and locations within roads and open spaces (volumes shown as dark green shapes based on a 0.5m depth, the locations have flexibility to move within the dashed outlined areas)

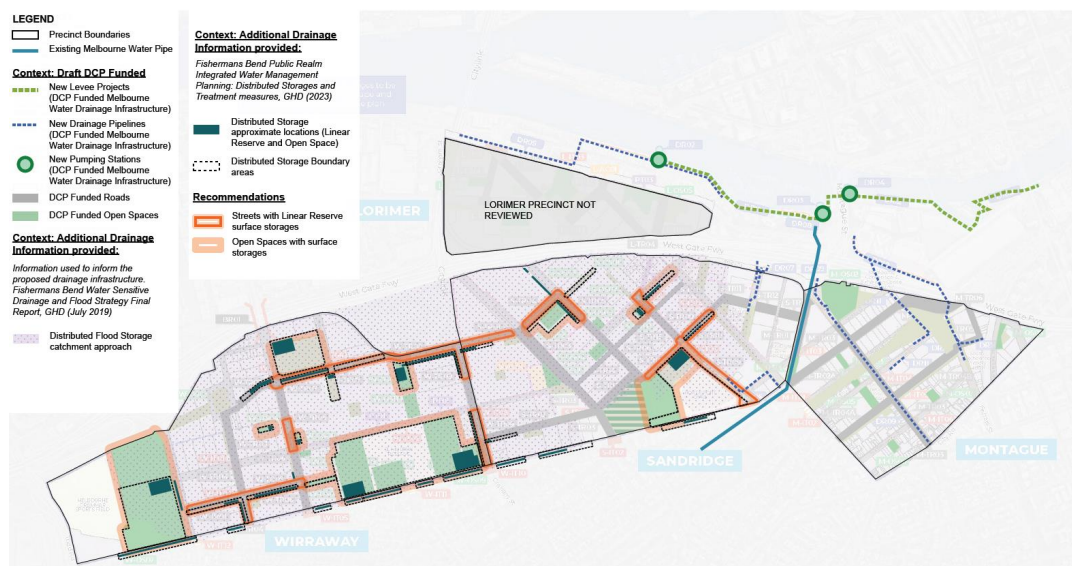


- Potential locations to IWM infrastructure in streets, including raingardens, tree pits and overland flow channels.



## GHD Report Findings Overview - Distributed storage & IWM requirements

162. The following map highlights in orange the DCP projects that will be affected and should incorporate costs for Distributed Storage.



DCP Projects (orange) affected by distributed storage requirements

163. The \$24.6m of estimated costs for the implementation of IWM infrastructure are set out in the table below. The total cost (considering the direct and indirect costs & contingency) for the implementation of all projects across the precincts is \$24,460,000 (adjusted to \$26,074,360.00 due to price increase). Further notes on cost and methodology can be found within the strategy.

IWM Infrastructure		Sub-totals	Adjusted values (increase of 6.6 %)
Direct Costs	construction preliminaries	\$ 1,487,039.00	\$ 1,585,183.57
	open space surface storage	\$ 1,386,780.00	\$ 1,478,307.48
	linear reserve surface storage	\$ 2,020,615.00	\$ 2,153,975.59
	tree pits	\$ 666,000.00	\$ 709,956.00
	overland flow channel	\$ 372,500.00	\$ 397,085.00
	bioretention systems	\$ 10,077,000.00	\$ 10,742,082.00
	drainage connections	\$ 383,500.00	\$ 408,811.00
Indirect Costs	project management, consultancy design	\$ 2,453,616.00	\$ 2,615,554.66
Total cost (inc. 30% contingency)		\$ 24,460,000.00	\$ 26,074,360.00

164. The estimated (inflation adjusted) total \$26M cost for IWM and distributed storage will need to be embedded into DCP projects and costings. The State Government should consider:
- Updating the combined costs expressed as a catchment-wide drainage project for Distributed storage and / or other IWM requirements.
  - Costs embedded across individual road and open space projects
    - IWM and Distributed Storage in Road projects could be explored as standardised inclusions in road costings
    - Distributed storage in open space projects are multi-purpose and may have site-specific locations. Some sites will have increased costs so that both the recreational and water management needs can be met.
  - A combination of both approaches.
165. Council is supportive of the DCP allowing flexibility for how and where the projects are delivered, noting that this issue requires further work from the government accounting for updated flood modelling, and the future staging and delivery of these assets.
- Due to the several uncertainties related to the feasibility of implementing the IWM infrastructure (eg. groundwater level, drainage connections, interference of gas pipes, powerlines, cables, soil contaminations) they are subject to changes of locations. So, the specific budget for the IWM infrastructure could be initially independent from the street or open space, and after the conclusion of the feasibility investigations, incorporated in their specific projects.

- As all projects are part of the IWM approach (incl. flood mitigation, passive irrigation and stormwater treatment infrastructure), they should be combined and have specific funds for their implementation. This cost would be \$24,460,000 (adjusted to \$26,074,360.00 due to price increase), where \$11,447,608 (adjusted to \$12,203,150.10 due to price increase) could be related to the prior DCP funds for the DS (DR1) and the remaining cost (adjusted to \$13,871,209.90) could be extracted from the prior \$309M-DCP drainage fund.
- Project costings for open space should account for drainage inclusions as this affects the spatial design and cost. Fishermans Bend has a well understood flood risk and primary sporting/recreation areas will have secondary water management functions. This needs to be captured in project costings and DCP funding. This is addressed in further detail under Theme 3 - Open Space Project Funding.

# **THEME 6**

## **TRANSPORT PROJECT FUNDING**

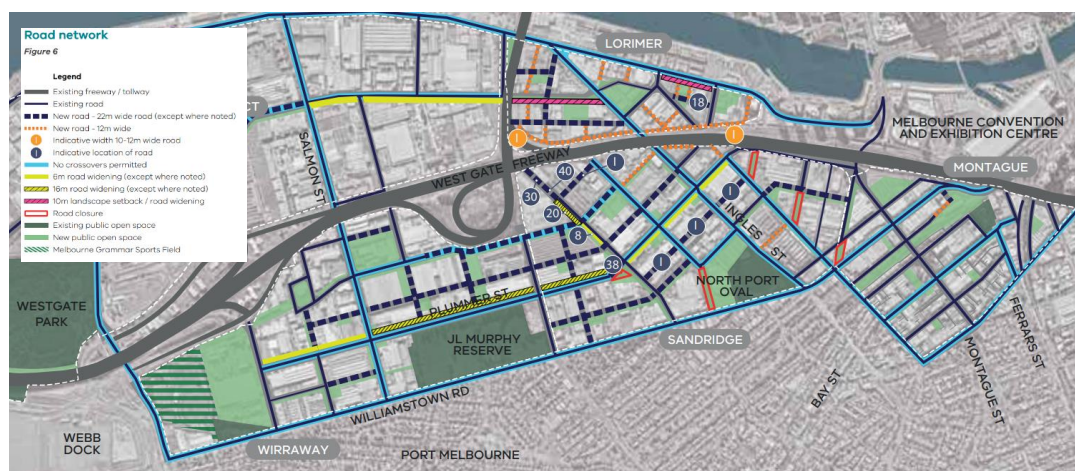
## SUMMARY OF RECOMMENDATIONS

- **Unresolved funding shortfall for local infrastructure** – Council notes the significant funding shortfall for local transport project infrastructure.
- **Proposed Project reprioritisation** – Changes are recommended to the list of DCP funded road and intersection projects based on an acknowledgement of DCP and Council budget constraints and a process of further analysis and re-prioritisation. Changes are not summarised here as there is a comprehensive list but are based on the following broad priorities:
  - **Prioritisation of Local Streets** – Council seeks priority DCP funding to upgrade key Local Streets to mitigate the significant funding shortfall and has recommended additional streets for inclusion in DCP Funding.
  - **Updated Prioritisation of Core Movement Network** - Council seeks priority land and construction funding for key new streets that form part of the core vehicle movement network.
  - **Additional Intersections and crossings** – Council seeks an updated list of DCP funded intersections and crossings, to provide a safer active travel environment.
  - **Remove DCP funding for State Roads, public transport projects, and bridge upgrades** – which should be funded by State budgets and commitments.
  - **Reconsider funding for ‘secondary-priority’ mid-block links** – Council recommends the reconsideration of DCP funding for identified mid-block streets which Council considers to be of secondary importance to the realisation of the Framework vision, and are not core to the broader movement network. These streets require a substantial proportion of transport project funding, and could potentially be delivered in alternative forms or not delivered if deemed appropriate based on further review in context of the DCP’s budget-constrained environment. The submission notes this as an unresolved issue for consideration through the amendment process. Should it remain unresolved the new streets should be provided with DCP or other State Government funding.
- **Provide updated project scope and cost information** – Project cost information provided with the DCP package is extensive but unclear. Concern is raised about project scope inclusions and potential under-costing. DCP road and intersection projects appear to be under-scoped and under-costed when compared with the vision for Fishermans Bend. It is unclear whether drainage has been included within costings. DCP drainage funding will be required to service road projects.
- **Consider potential for alternative funding sources** – The need to scope out pathways for the remainder of projects to be funded, whether by developers (as there is an overreliance on works normal to development) or State and Federal funding sources. Council reiterates that while a large proportion of projects are de-prioritised or not recommended for DCP funding in this submission, Council still sees them as important and would like to confirm a pathway for their delivery via other means.



## FISHERMANS BEND FRAMEWORK

166. The Fishermans Bend Framework sets out a new urban structure and provides direction for new roads, new laneways, new bridges, new public transport routes, and active travel routes (cycling). Key public transport and road network maps are shown below.
167. Council is broadly supportive of the Framework's urban structure. The full network of roads and intersections will need to be delivered via a combination of funding mechanisms, including the DCP. Council notes that aspects of the urban structure may require reconsideration based on budget constraints identified through the DCP process.



## DCP OVERVIEW

168. The following map shows what is funded and not funded in the DCP.



169. DCP includes funding for:

- Public Transport Land Acquisition within the light rail alignment on Fennell Street and Plummer Street.
- Upgrading key State Roads in the Precinct – Montague Street, Normanby Road, part of Graham Street.
- Upgrading or delivering new local roads that are fundamental to the overall key movement network, and have designated future cycling infrastructure and linear open spaces.
- Partial upgrade of Salmon Street bridge.
- Key intersections – prioritised case-by-case.

170. The funding shortfall for local infrastructure is a significant issue for Council, as set out earlier in this submission. The risk is that the unfunded streets will not be delivered as Council simply cannot afford the quantum of work required. The street network is fundamental to the creation of the place.

171. The DCP leaves the upgrading of a majority of existing and proposed streets unfunded. The construction for Fennell/Plummer Street is excluded from the DCP. However, it is anticipated that this will be delivered with public transport upgrades. Most remaining local roads and intersections are not funded. All laneways are unfunded.

## ANALYSIS – TRANSFORMATIVE STREETSCAPE REQUIREMENTS

172. Fishermans Bend's streets were designed based on an historically industrial and commercial context. While existing street assets are in reasonable structural condition, their current form and cross section does not match the vision for Fishermans Bend.
173. The Fishermans Bend Vision is "A thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation" and is described as a new benchmark for sustainable and resilient urban transformation.
174. The vision for Fishermans Bend necessitates complete street transformations. Substantial investment is required for various factors that necessitate new cross sections and layouts.
- Public transport
  - On-street linear open spaces and landscape elements
  - Pedestrian footpath upgrades (look, function, safety, footpath trading)
  - Cycling infrastructure
  - Private motor vehicles and slow traffic
  - Urban forest requirements (including biodiversity, greening and the 50% tree canopy target)
  - Flood mitigation and integrated water management (minimising flood impact and delivering water quality goals);
  - Street furniture, safety and lighting requirements
  - Undergrounding of electricity infrastructure.
  - Coordination of other services and utilities.
175. In addition:
- The integrity of the roads and footpaths will be undermined by on-going development. The cost of these works is significant and will be difficult for Council to fund.
  - Delivering incremental vs major upgrades may affect total project costs.
176. Further information about street design and asset renewal requirements in Fishermans Bend has been collated within Attachment 1.
177. Council's Operational budgets for street upgrades and renewal do not account for such major transformation requirements. The DCP package assumes that developers will deliver part of the local transport infrastructure which is not funded by the DCP, often comprising new roads, laneways and intersections, or the substantial upgrade of existing roads.



However, it is likely that developers will challenge requirements to contribute to these costs, particularly given that they will already be required to provide DCP contributions. In addition, the form of the upgrades to meet the overall vision of the precinct will not be met by a standard 'make good' requirement associated with new development. This presents a material risk to the delivery of infrastructure. As far as it is practical to do so, there should not be a heavy reliance on the provision of infrastructure by individual developers on an ad hoc basis by way of permit condition given the likely difficulties that will be encountered by that methodology (this issue is explored previously in Council's Submission).

178. A number of existing roads and intersections predominantly in Montague and Sandridge Precincts that require upgrades to meet the vision are not funded through the proposed DCP. The State Government has categorised these existing streets and laneways as requiring minor incremental upgrades to be delivered by Local Government. Some of these upgrades are expected to be delivered through development works (funded by developers separately of their DCP contributions); or asset management and renewal by Council. These assumptions are highly optimistic. The DCP enables a lawful and fairer approach to infrastructure funding and therefore should be utilized for funding key local road projects in preference to other ad hoc and uncertain mechanisms such as permit conditions.

## **ANALYSIS - TRANSPORT PROJECT REPRIORITISATION**

### **Baseline Information**

179. Council is aware that the following reports and strategies have been completed to guide strategic transport planning in Fishermans Bend and have been used to guide investment decision making for the DCP:
- Fishermans Bend Vision (DELWP, September 2016)
  - Fishermans Bend Integrated Transport Plan (Transport for Victoria, 2017)
  - Fishermans Bend Framework (DELWP, October 2018)
180. Supporting the Fishermans Bend Urban Renewal Area Development Contributions Plan (DTP, 2023) itself, the additional information has been made public by the government:
- Fishermans Bend Land Valuation Report (EY, 2023)
  - Fishermans Bend Update of Infrastructure Costs (Slattery, 2023)
  - Salmon Street Bridge Costing (Jacobs, 2022)
  - Intersection Quantities (GHD, 2019)
  - Montague Precinct Implementation Plan (DTP, 2023)

181. Council is concerned that the transport projects within the DCP have been prepared without any associated release of traffic studies, strategic transport network assessment, or public transport network assessments from the government.
182. The DCP project scope and cost information is not clear. While several cost information documents have been released, Council has not been able to reach a full understanding about whether individual project scopes and costs within the DCP have been appropriately scoped – and therefore concerns about scope inclusions and under-costing remain an unresolved issue. Updated and clarified cost information is requested as baseline information.
183. Council provides the following new information in response to the DCP release, alongside its submission, which has informed updated local street upgrade priorities. The report's findings are discussed under Attachment 1 within this submission, as they affect walking and cycling infrastructure recommendations.
- Strategic Transport Network Assessment – Montague Precinct (Ratio, 2022)
184. Council also refers to its Planning Scheme and Integrated Transport Strategy (2018) to guide recommendations about the use and development of land to ensure recommendations are consistent with the City's strategic transport outcomes:
- Port Phillip Planning Scheme (Clause 02.03 – Strategic Directions)
  - Move, Connect, Live: City of Port Phillip Integrated Transport Strategy (2018-28)

**Matters that affect street layout, cross sections and cost**

185. Council considers that the State Government has vastly underestimated the local street infrastructure upgrade requirements in Fishermans Bend.
186. As baseline information, Council has provided an analysis of asset management and renewal issues in Attachment 1 – by key asset classes.
- Walking (Footpath Upgrades, Intersections)
  - Cycling Infrastructure
  - Public Transport
  - Open Space on-street
  - Drainage
  - Greening and linear parks
  - Power lines, Lighting, Information and communications technologies (ICT)
187. Council's recommendations for local infrastructure funding have considered these asset requirements, and their impact on street layouts and cross sections.
188. The sum of these asset requirements will necessitate transformative local street upgrades, which will not be afforded or delivered through Council's ordinary asset renewal processes.

189. Further detail can be provided through the Advisory Committee process.

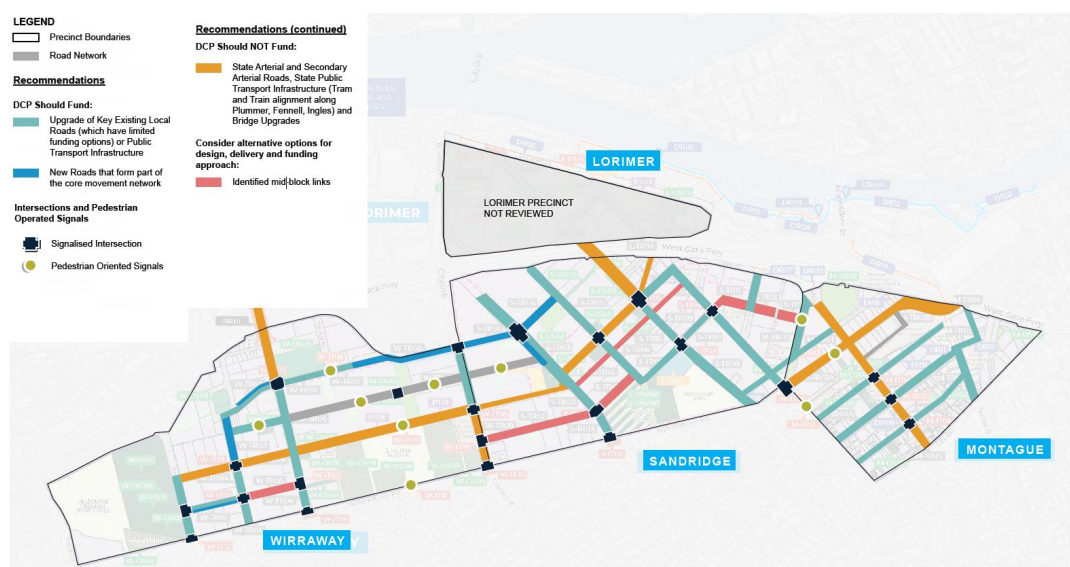
**Street Upgrade Reprioritisation**

190. Council has reviewed local street upgrade requirements accounting for strategic and physical attributes of each future street including:
- Street Ownership (State, Council, Other)
  - Street Formation (Existing and Future Streets)
  - Street Hierarchy (Primary Arterial, Secondary Arterial)
  - Urban Structure (core to urban structure vs ancillary)
  - Public Transport (Metro, Light Rail, Bus, Tram)
  - Cycling (strategic cycling corridors, cycling paths)
  - Pedestrian Priority Areas (Primary and secondary active frontages)
  - Open Space (linear corridors on-street, road closure open spaces)
  - Urban Forest (50% Canopy tree cover targets)
  - Integrated Water Management (Flood mitigation and stormwater treatment requirements)
  - Development Nexus (land size and consolidation)
  - Development Activity (recent permit activity)
191. Council's methodology has prioritised key local streets based on asset requirements previously mentioned.
192. Council's methodology has de-prioritised streets that have viable alternative funding sources (State Roads, Bridges) or present a low-risk to delivery of the overarching vision (mid-block links). These include:
- State Roads – Arterial and secondary arterial road upgrades which could be funded through business-as-usual State Government budgets alongside the life of the DCP.
  - Freeway Bridges – including the upgrade of Salmon Street over the Westgate Freeway.
  - Identified Mid-block Streets – reconsidering the design, delivery and funding for new mid-block streets, which Council considers to be of secondary importance to the realisation of the Framework vision, and are not core to the broader movement network.
193. Removal of these projects make up a sizable component of the overall DCP transport spend and should be funded through business-as-usual State budgets. The savings should be reallocated towards other local infrastructure, across streets, open spaces and community hubs.

## PROJECT FUNDING CHANGES – SUMMARY OF RECOMMENDATIONS

### Overview

194. Council has reviewed the DCP and identified alternative recommendations for DCP funding across the core transport network, noting:
- Priority Inclusions – What should be funded by the DCP mechanism.
  - Exclusions and de-prioritised projects – What should be de-prioritised or funded by other pathways.
195. The Council recommendations are visualised in the map below and described in subsequent pages.



### Proposed Priority Inclusions

196. **Key Local Streets** – Council seeks priority DCP funding to upgrade key Local Streets (teal colour on map), including:
- Douglas Street; Ferrars Street; Thistlethwaite Street; Buckhurst Street; Gladstone Street; Munro Street (between Ingles and Montague Street); Johnson Street; Boundary Street; White Street (northern section); Ingles Street; Woodruff Street (between Bertie and Boundary Streets); Bertie Street; Bridge Street; Graham Street (northern section); Woolboard Road; Rocklea Drive; Salmon Street; Smith

Street; Tarver Street; Prohasky Street (between Plummer and Williamstown Road).

197. **New Core Movement Network** - Council seeks priority land and construction funding for key new streets that form part of the core vehicle movement network (blue streets on map), including:
- Smith Street Extension (Plummer Street to Rocklea Drive); Tarver Street widening; Rocklea Drive widening; Woolboard Road extension (between Thackery and Bertie Street); Bertie Street widening.
198. **Additional Intersections and crossings** – Council seeks an updated list of DCP funded intersections and crossings, to provide a safer active travel environment – these are mapped, but in summary:
- Council supports the crossings and intersections in the DCP, and Council has recommended some additions items to improve active travel safety on a case-by-case basis.

#### **Proposed Exclusions and Potentially Re-prioritised Projects**

199. Council does not support DCP funding for the following projects:
- Construction for State Roads, public transport projects, and bridge upgrades – which should be funded by State budgets and commitments (yellow colour on map), including:
    - State Roads: Montague Street; Normanby Road; Graham Street; Plummer Street; Fennell Street; and adjacent Williamstown and City Roads.
    - Public Transport– Plummer Street; Fennell Street; public transport land for the light rail bridge (end of Fennel Street); and Road widening along Plummer Street.
    - Freeway overpass– upgrades at Salmon Street Bridge.
200. Council reiterates that while these projects are not recommended for DCP funding in this submission, Council still sees them as important in the longer term and advocates for the State Government to confirm a pathway for their delivery via other means.
201. Council recommends the reconsideration of DCP funding for identified mid-block streets (pink colour on map) which Council considers to be of secondary importance to the realisation of the Framework vision, and are not core to the broader movement network. These streets require a substantial proportion of transport project funding, and could potentially be delivered in alternative forms or not delivered if deemed appropriate based on further review in context of the DCP's budget-constrained environment. The submission notes this as an unresolved issue for consideration through the amendment process. Should it remain unresolved the new streets should be provided with DCP or other State Government funding.

- Streets recommended for reconsideration within the DCP and Fishermans Bend Framework include: Smith Street Extension (Between Tarver and Salmon Street), Woodruff Street Western Extensions (between Graham, Bridge and Bertie Streets), Woodruff Street Eastern Extension (between Boundary and Johnson Streets), Part of Ingles Street (north of Fennell), Woolboard Road Extension (the part between Bertie and Ingles Streets).

## PROJECT FUNDING CHANGES – FURTHER DETAILS ABOUT INDIVIDUAL RECOMMENDATIONS

202. The Council recommendations have been described above in general terms, based on broad principles and thematic groupings. However, the recommendations are based on detailed, street-by-street analysis, with each project having various reasons for their recommended inclusion or exclusion. Council has provided a certain level of detail in this community consultation submission, but intends to prepare further targeted information that underpins the recommendations where necessary to assist in the upcoming advisory committee process. For now, Council provides the following additional project-specific information.

### DCP funds for arterial road upgrades within Fishermans Bend Urban Renewal Area

203. Council does not support use of limited DCP funds for large scale upgrades of existing State arterial and secondary arterial roads. Upgrades to arterial roads can and should be funded through business-as-usual State Government budgets separately but in coordination with the DCP.
204. Council acknowledges that the DCP has excluded arterial roads on the boundary of the Fishermans Bend Urban Renewal Area, notably Todd Road, Williamstown Road, City Road, and Lorimer Street. However, the DCP proposes funding upgrades to Normanby Road (between Boundary Street and the M1), Montague Street (between City Road and Munro Street), and Graham Street (between Williamstown Road and Plummer Street).
205. Council recommends the projects outlined in the table below be excluded from DCP funding. These arterial road upgrades amount to a total of **\$151,687,000** of DCP funds.

Project ID	Cost	Description and response
M-TR02A	\$25,115,000	<p><u>Description</u> Normanby Road: Upgrade to 30m wide civic boulevard between Boundary St and Montague Street.</p> <p><u>Response</u> The City does not support the use of limited DCP funds for large scale upgrades of existing arterial roads. These upgrades can and should be funded through business-as-usual State Government budgets throughout the life of the DCP. <b>Remove M-TR02A from DCP funding.</b></p>
MTR02B	\$41,539,000	<p><u>Description</u> Normanby Road: Upgrade to 30m wide civic boulevard between Montague Street and M1.</p> <p><u>Response</u> The City does not support the use of limited DCP funds for large scale upgrades of existing arterial roads. These upgrades can and should be funded through business-as-usual State Government budgets throughout the life of the DCP. <b>Remove M-TR02B from DCP funding.</b></p>
M-TR03	\$69,023,000	<p><u>Description</u> Montague Street: Upgrade to 30m wide civic boulevard between Munro street and City Road. Total cost: 69,023,000</p> <p><u>Response</u> The City does not support the use of limited DCP funds for large scale upgrades of existing arterial roads. These upgrades can and should be funded through business-as-usual State Government budgets throughout the life of the DCP. <b>Remove M-TR03 from DCP funding.</b></p>
W-TR09	\$32,020,000*	<p><u>Description</u> Graham Street: Upgrade to 30m wide collector with on-street car parking and linear park</p> <p><u>Response</u> The City does not support the use of limited DCP funds for large scale upgrades of existing arterial roads. These upgrades can and should be funded through business-as-usual State Government budgets throughout the life of the DCP. The City does support the use of DCP funds for upgrading local streets, including the section of Graham Street north of Plummer Street As a matter of calculation, 50% of the existing project cost has been allocated to the total amount of DCP funds to be included/excluded*. <b>Remove W-TR09 as is from DCP funding, retain half to fund section north of Plummer Street</b></p>

## DCP funds for property acquisition and construction of new 'mid-block' streets

206. In context of the constrained funding environment presented by the DCP some urban structural issues require reconsideration as their funds could potentially be better used or redirected to address higher priorities.
207. Council has identified several new mid-block streets which would absorb **\$255,242,808** of DCP funds for property acquisition and construction. These streets are of secondary importance to the realisation of the Framework vision, and are not core to the broader movement network.

208. These streets require a substantial proportion of transport project funding, and could potentially be delivered in alternative forms or not delivered if deemed appropriate based on further review in context of the DCP's budget-constrained environment.
209. Council recommends the projects outlined the table below be reconsidered from DCP funding.

Project ID	Cost	Description and Response
S-TR14 S-TR15 S-TR16 S-IT05	\$29,743,506 \$33,701,076 \$19,912,462 \$6,527,408	<p><u>Description</u></p> <p>DCP funding for land acquisition and construction of 3x 20m wide local streets between Bridge St-Bertie St, Bertie St-Ingles St, Ingles St-Boundary St.</p> <p>DCP funding for part land and construction of signalised intersection at Ingles St.</p> <p>Total cost \$89,884,452</p> <p><u>Response</u></p> <p>The necessity of this new street is unclear. It provides little contribution to block permeability, and will be operating in parallel to the existing 30-metre-wide Fennell St. Alignment issues with Fennell St could be better resolved through smaller scale acquisition and rectification of Fennell/Plummer and Bridge St intersection.</p> <p>Access to future residential development parking should be provided by one-way lanes delivered by developers.</p> <p>Reconsider DCP funding for S-TR14, S-TR15, S-TR16, S-IT05.</p>
S-TR02 S-TR07	\$65,010,311 \$29,113,653	<p><u>Description</u></p> <p>DCP funding for land acquisition and construction of 2x 30m wide local streets between Graham St-Bridge St and Bridge St-Bertie St, with linear park between Graham St-Bridge St.</p> <p>Total cost \$94,123,964</p> <p><u>Response</u></p> <p>The City agrees with the merit of breaking up larger blocks with smaller streets to serve parking, cycling, and pedestrians. However, the need for 30-metre-wide streets is unclear. Access to future residential development parking along Graham St-Bridge St should be provided by one-way lanes delivered by developers.</p> <p>The Bridge St-Bertie St connection should be delivered in connection to the new park / school planned for the abutting site (Bunnings site)</p> <p>Reconsider DCP funding for S-TR02 and S-TR07.</p>
S-TR11 S-TR12 S-TR13	\$19,319,000 \$12,275,000 \$12,155,000	<p><u>Description</u></p> <p>DCP funding for land acquisition and construction of 3x 30m wide local streets with linear park between Boundary St-White St, White St-Governor Rd, Governor Rd-Johnson St.</p> <p>Total cost \$43,749,000</p> <p><u>Response</u></p> <p>The City agrees with the merit of breaking up larger blocks with smaller streets to serve parking, cycling, and pedestrians. However, the need for 30-metre-wide streets is unclear. Access to future residential development parking should be provided by one-way lanes delivered by developers.</p> <p>Existing approved permits for 60-82 Johnson St have listed this street as only a 22m wide local street, with the developers on this site, owning 11m of the area allocated for this street, set to deliver their relevant section. This could alleviate \$4.2M of this project.</p> <p>Reconsider DCP funding for S-TR11, S-TR12, S-TR13.</p>
W-TR05	27,488,392	<p><u>Description</u></p> <p>DCP funding for land acquisition and construction of 30m wide local street with linear park between Smith St and Salmon St.</p> <p>Total cost \$27,488,392</p> <p><u>Response</u></p> <p>The City agrees with the merit of breaking up larger blocks with smaller streets to serve parking, cycling, and pedestrians.</p> <p>Access to future residential development parking should be provided by one-way lanes delivered by developers.</p> <p>Reconsider DCP funding for W-TR05.</p>



## DCP funds for intersections

210. Council supports the DCP's recommended intersection funding inclusions and has recommended some additions, bringing the total to **\$108,835,074** of DCP funds.
211. While Council has not supported streetscape upgrades to State roads, an exception is for intersection upgrades and pedestrian operated signals, which can be supported based on improving safety and connectivity for active travel within the precinct. These crossings will be critical to ensuring efficient movement of vehicles as well as safe and connected journeys for pedestrians and cyclists.
212. In addition to intersections proposed for inclusion from DCP funding, the Council also recommends the addition of 5 intersection and 5 pedestrian operated signals. These additional intersections and pedestrian operated signals amount to a total of \$27,596,048 of DCP funds, bringing the entire intersections part of the DCP as it refers to the precincts within the City of Port Phillip to a total of \$108,835,074 of DCP funds.

Please note, intersection S-IT05 is resolved under the next section of the document (DCP funds for property acquisition and construction of new mid-block streets)

213. Council recommends the projects outlined the table below be included in DCP funding, in addition to the existing intersections in the DCP. These are mapped in previous sections.

Project ID	Precinct	Construction Cost	Description
New	Wirraway	\$5,497,000	Intersection: New local street between Graham Street and Salmon Street north of Plummer Street (20-22m) and new local street between Woolboard Road and Plummer Street (20-22m), construction of new local street to new local street signalised intersection.
New	Wirraway	\$1,787,000	Intersection: Pedestrian operated signal on new local street between Salmon Street and Graham Street.
New	Wirraway	\$1,787,000	Intersection: Pedestrian operated signal on new local street between Salmon Street and Graham Street.
New	Wirraway	\$1,787,000	Intersection: Pedestrian operated signal on new local street between Bridge Street and Graham Street.
New	Wirraway	\$1,787,000	Intersection: Pedestrian operated signal on new local street between Salmon Street and Smith Street north extension.
New	Wirraway	\$2,663,638	Intersection: Graham Street and Woolboard Road extension. Construction of local street with linear park (30m) to collector street with no linear park, unsignalised intersection.
New	Sandridge	\$2,501,705	Intersection: Fennell Street and Ingles Street - Construction of civic boulevard to collector street with bus signalised intersection, no turn lanes.
New	Sandridge	\$5,497,000	Intersection: Bridge Street (collector 30m), Woolboard Street (local, 22m) and new local street (local, 22m), signalised intersection (intersection type 20)
New	Sandridge	\$2,501,705	Intersection: Fennell Street and Bertie Street - Construction of civic boulevard to local street with linear park signalised intersection, no turn lanes
New	Montague	\$1,787,000	Intersection: Pedestrian operated signal on Johnson Street

## DCP funds for property acquisition for land for future public transport

214. Council strongly supports reserving land and widening streets for public transport to service Fishermans Bend. The Fishermans Bend Framework (2018) identifies that both light and heavy rail will be required to properly service the 160,000 residents and workers across all precincts by 2050.
215. However, land acquisition for tram infrastructure (including the overpass of the M1 and widening along the Plummer St corridor) are currently proposed to be funded 100% through DCP funds. This is not appropriate. Council recommends the projects outlined in the table below be excluded from DCP funding and instead be addressed through public transport delivery projects and associated land acquisition pathways.

Project ID	Cost	Issue
PT01 PT04	\$8,485,000 \$11,260,000	<p><u>Description</u></p> <ul style="list-style-type: none"> <li>Tram corridor land acquisition:</li> <li>Widening of Plummer St (between Salmon St and Graham St)</li> <li>Approach to M1 tram overpass (at Ingles St)</li> <li>Total cost: \$19,745,000</li> </ul> <p><u>Response</u></p> <ul style="list-style-type: none"> <li>Land for catalytic public transport infrastructure should not be funded through the DCP.</li> <li>These costs should be captured as part of a Fishermans Bend Tram Link business case.</li> <li>Include PT01 and PT04 in DCP funding.</li> </ul>

## DCP Funds for Salmon Street Bridge Upgrade

216. In principle Council supports an upgrade of the Salmon Street Bridge to better integrate the Wirraway Precinct and the Fishermans Bend Employment Precinct to the north. However, the DCP proposes a 50% co-contribution between State Government and DCP funds to deliver this upgrade. Council does not support use of \$37,644,500 in DCP funds to deliver this upgrade as this project is not essential to the delivery of the urban structure of precinct subject to this DCP (Wirraway). Given the funding shortfall this money could be allocated to projects that will have greater impact at the local scale elsewhere in Wirraway.

Project ID	Cost	Issue
BR01	\$37,644,500 (50% DCP contribution to total)	<p><u>Description</u></p> <ul style="list-style-type: none"> <li>Upgrade of Salmon St Bridge over M1</li> <li>Total cost: \$37,644,500 (50% DCP contribution to total)</li> </ul> <p><u>Response</u></p> <ul style="list-style-type: none"> <li>Not essential to the delivery of strategic transport and urban structure subject to the DCP.</li> <li>Should be resolved at time the Employment Precinct contribution are developed.</li> <li>Remove BR01 from DCP funding.</li> </ul>

# **THEME 7**

## **PLANNING PROVISIONS**

## SUMMARY OF RECOMMENDATIONS

- Requests changes to the Capital City zone to ensure the Social Housing Uplift is fully achieved on sites also using the Open Space Uplift.
- Requests that the open space 'gifted' through the OSU is remediated prior to hand over.
- Requests clarification that linear parks will not be lost or reduced through map changes indicating the road reserve.
- Seeks clarification of future open space land ownership obtained through the OSU.
- Requests a number of minor changes to the Design and Development Overlay to clarify the controls.
- Requests clarification of the operation of the Incorporated Plan Overlay particularly in relation to open space, road provision and uplift provisions, the Development Contributions Overlay and the referral authority provisions at Cl. 66.04.

## GENERAL

217. The planning controls contained within the proposed zones and schedules have been reviewed in the light of the submission made. In general the mechanisms and controls proposed reflect the intended outcomes of the Fishermans Bend Framework and the DCP. However a number of detailed issues are worthy of further consideration in ensuring effective and robust planning implementation. In relation to the drafting of the planning controls, Council reserves its position to request further changes after a legal review of the provisions.

## SCHEDULE 1 TO CL. 37.04 CAPITAL CITY ZONE

### Social Housing Uplift Provisions

218. One intended outcome of the Fishermans Bend Framework is an increase in the provision of social and affordable housing. The Framework informed Social Housing Uplift provisions which were inserted into the planning scheme through planning scheme amendment GC81 for Fishermans Bend in 2018.
219. Council strongly supports the concept of the Social Housing Uplift (SHU) to address a serious shortage of social and affordable housing in inner Melbourne. The current Social Housing Uplift provisions have demonstrated success in delivering social housing in a way that is beneficial for the community, and works for developers.

220. The Floor Area Uplift mechanism in the Capital City Zone Schedule 1 provisions include the option for developers of residential developments to gain benefit by the inclusion of 1 social housing dwelling unit per 8 additional dwellings proposed above the specified dwelling density for the site. These provisions apply to all sites in the zone.
221. Proposed Planning Scheme Amendment GC224 is seeking to update the provisions to support the new OSU provision alongside the SHU provision. On sites where the OSU mechanism is available, the State government's OSU factsheet notes a preference for progressing the OSU contributions.
222. The wording of Clause 2.1 indicates that the provisions applying to the Social Housing Uplift will be calculated based on the dwelling density requirements of the zone for the initial proposal in any given residential development. However, if an Open Space Uplift is also sought on the same land (on one of the 16 sites to which this applies in Port Phillip) the Social Housing Uplift seems to remain calculated on the base proposal, and not on the added number of dwellings resulting from the Open Space Uplift.
223. Council is concerned to ensure that the incentive provided to developers is adequate to achieve the SHU outcome sought after the OSU mechanism is also included in the planning provisions at which time the two schemes may operate in competition with each other. Given that the OSU applies to many of the larger sites, this represents a potential loss of SHU contributions – which is not fully understood in context of the amendment material and requires further clarification.
224. The SHU mechanism may require review. The SHU requirement of 6% of dwellings could be calculated on the overall number of dwellings resulting from any other uplift bonus received, so that a genuine 6% of social housing dwellings in the development is achieved.
225. In Table 2: Open Space Uplift to Clause 2.1 it is noted that the additional number of dwellings allowable in the Non-core area of Sandridge is 100dw/ha which is much more than a 0.3 uplift in density allowed in other Precincts. While the Council believes this can be supported an explanation of this variation should be provided as to how this was determined.
226. Additionally, as noted Council submits that the Advisory Committee should be satisfied that the Open Space Uplift does not cannibalise the incentive to take up the Social Housing Uplift in addition or concurrently. The provisions at Cl. 4.2 of the proposed Schedule 1 to Cl. 37.04 are a little unclear in this matter referring to the provision of either one or both of the Social Dwelling Uplift and OSU. The Council can see no reason why the use of both the Uplift provisions concurrently could not be accommodated but requests that analysis be undertaken as to whether that is likely and whether the drafting of the clause can be improved to encourage that outcome.

## Open Space Standards and Dimensions

227. In Clause 4.4 of the CCZ Schedule 1, dealing with Application requirements, the second requirement under 'Open space uplift' requires information to be provided in plans demonstrating a number of matters. The provisions indicate that the open space land to be

provided only needs to be demolished, cleared and landscaped 'to a basic standard prior to the gifting.' Council considers this to be entirely inadequate. Land for open space purposes should be remediated so as to be environmentally suitable for its intended purpose as public open space.

228. It is proposed that the wording of this provision should be changed to read,
- "Buildings and other structures to be demolished or removed, services to be relocated, trees to be retained, land to be remediated to an environmental standard so that the land is suitable for use as public open space, and other landscaping improvements to enable temporary use."*
229. A further application requirement is also to be included namely;
- Where land is to be provided for public open space as part of the Open Space Uplift Scheme, a report and certificate must be provided from an appropriately qualified professional that explains and certifies that the environmental condition of the land is suitable for use and development for public open space.*
230. Maps 1-3 as amended indicate that green linear open space (along Buckhurst and Plummer Streets for example) is now absorbed into the area nominated for road reserve with a note that 30m roads includes linear space. Council considers that it would be clearer if the road reserve and linear park width were clearly stated. There is a risk that linear parks would be consistently narrowed and that a 'grey area' exists with footpath and verge areas that should be accommodated within the road reserve, and not the linear park. Any reductions to the linear parks would impact directly on opportunities for greening and canopy cover.
231. Under 4.6 of Capital City Zone Schedule 1 - Decision Guidelines a new dot point has been added relating to agreements made under S. 173 of the Act for the purpose of the open space uplift. This new dot point indicates that the agreement must specify 'the person to whom to land will be transferred.' Future land ownership depends on many factors, some of which remain an unresolved issue in Fisherman's Bend's future delivery, and some of which may require further investigation for the purpose of this this planning scheme amendment. For example, Council often takes ownership of land for new open space as part of ordinary open space contribution processes. However, in this circumstance it is Council's understanding, that the land will be transferred to DTP as the acquiring agency for all open space land (based on the OSU Fact Sheet), which may be more appropriate in the context of the OSU provision. This land should be transferred prior to commencement of the development to avoid complications should development not proceed in a timely manner.

## **SCHEDULE 30 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**

232. In general, the DDO provisions are acceptable to Council.
233. There are a number of legacy provisions that require correction and others that require clarification that should be resolved through this amendment:

- Table 4: Setbacks above the street wall as it relates to City Road should be corrected where it refers to preferred setback. The direction in 'Other Location' is for a preferred setback of 5m but then a minimum setback of 10m. This should be corrected.
- Map 2: the core area should be clearly defined.
- Clarification of the meaning or replacement of the term 'tooth and gap' is necessary because it has not been successfully implemented in the past.
- Architectural features and permissible encroachments should be improved in the controls.
- A note regarding new flooding data - a basement level is defined as, "A storey below ground level, or that projects no more than 1.2 metres above ground level". However, given flooding levels now exceed 1.2m it is likely many buildings will now have to dedicate a level to deal with this issue. This will impact yield and hence development contributions. Clarification is sought as to how this impacts the DCP estimates, and any changes required to the built form controls in order to deal with this.

## **SCHEDULE 2 TO CLAUSE 43.03 INCORPORATED PLAN OVERLAY**

234. The operation of the Incorporated Plan Overlay as a key tool in the suite of provisions to achieve the Fishermans Bend vision cannot be overstated. The IPO applies to a large portion of the DCP area. The IPO Schedule effectively allows for the transfer of development density provisions between sites, provided that the overall density for the area is not exceeded. The Council does not have a concern with this in-principle but intends to investigate this matter further in its preparations for the upcoming standing advisory committee process.
235. In addition, the IPO Schedule allows for the resolution of a number of other requirements of the Framework and the DCP relating to open space and new roadways.
236. The effectiveness of the operation of these controls is brought into focus by the example of sites owned by the Goodman Group, raising a number of concerns.
237. The Goodman Group owns several key sites in Fishermans Bend that will play a major role in the delivery of Wirraway and Sandridge Precinct visions. Council raises concern about the level of flexibility (and associated risk of delivery for government) that the DCP and OSU affords on their land holdings, noting:
- The Goodman Group sites are provided with an Incorporated Plan Overlay and are identified for future master planning in the DCP, but the process and responsibilities associated with this is unclear. The capacity for a multiplicity of development plans for the area is also a concern. There is also overlap between

masterplanning under the overlay and precinct implementation plans that requires clarity.

- Land acquisition funding for open spaces on the Goodman Group sites are anticipated to generally be achieved via OSU mechanism. A large proportion of those same sites do not have construction funding in the DCP and yet the CCZ Schedule 1 provides for the open spaces to be provide with only basic landscaping. Council has recommended re-including construction funding for these open spaces via the DCP. If that is not agreed, then the planning provisions that apply to the OSU sites should also require that the OSU open space should be improved and constructed in accordance with an approved masterplan.
- Most central internal roads, laneways and intersections within Goodman Group sites are not funded within the DCP. Council has a concern about their future standard, (eg. public or private roads) layout and delivery noting that the delivery of unfunded local infrastructure remains broadly unresolved. As a fall back the planning provisions that apply to the Goodman Group sites should require that all roads be public roads and that standards for the roads should accord with local government standards for public roads.

## **SCHEDULE 2 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS OVERLAY**

238. Council notes that Section 4.0 Land or development excluded from development contributions plan may need to include reference to a small second dwelling as per new Ministerial Direction on the Preparations and content of Development Contributions Plans
239. The new planning pathways available under the recently introduced clause 53.22 and clause 53.23 effectively turn off all other controls in the scheme particularly in relation to height and setback controls and potentially more broadly. Council requires clarification about how it is anticipated that the pathways available under those provisions, and in particular under clause 53.23, might affect proposals that would otherwise need to proceed under the proposed planning controls. Specifically, the increased density that can be obtained under clause 53.23 may provide a means of sidestepping the provisions of the planning controls nullifying the manner in which Social Housing Uplift is intended to operate and the OSU too.



## **SCHEDULE TO CLAUSE 66.04 REFERRAL OF PERMIT APPLICATIONS UNDER LOCAL PROVISIONS**

240. Section 1.0 - first green dot point - Council does not agree that use applications (that do not increase floor area) need to be referred to DTP as a determining authority. Section 1.0 is not required. Every minor change of use application would need to be referred unless this is reworded to reference an increase in floor area.
241. Section 1.0 - second green dot point - Council does not agree that change of use applications need to be referred to Melbourne Water as a recommending authority.

# **ATTACHMENT 1**

## **ASSET CONSIDERATIONS FOR LOCAL TRANSPORT PROJECTS**

## ASSET MANAGEMENT AND RENEWAL CONSIDERATIONS

243. The cost considerations for delivering infrastructure in the FBURA is influenced by the unique characteristics of the urban renewal area, the strategic objectives of the redevelopment project and the regulatory and community factors involved.
244. Council asset management framework aims to optimise the management of assets throughout their lifecycle monitoring performance, providing cost effectiveness and reducing risk. Key performance indicators include asset, condition, function, capacity and sustainability of the asset component/element.
245. Asset renewal is providing like for like assets often with the modern-day equivalent and is usually driven by condition. Asset function “fit for purpose”, capacity “meets the service requirement” and sustainability “environmental and financial indicators” implementing these key indicators in FBURA will mean over 90% of existing infrastructure assets will require Asset upgrade, expansion or new assets to provide the envisaged level of service which has been set in FBURA strategic objectives. In effect, FBURA requires a complex delivery of a brownfield's development area.
246. When comparing the costs of delivering infrastructure for “brownfields” development versus “Greenfields” development, there are many factors to consider. Brownfields development typically involves redevelopment typically involves redeveloping previous developed land that maybe contaminated or require significant remediation, while greenfield development involves building on previously undeveloped land. Key points to consider from asset renewal consideration:
- Infrastructure Costs- FBURA infrastructure is not a like for like renewal program. The function of the road reserve will completely change as we convert a former industrial area into a modern mix use urban city. Additional costs for environmental assessments, remediation of contamination, and infrastructure upgrades to accommodate the needs of this new community.
  - Regulatory Compliance- FBURA will require Council to navigate complex regulatory compliance with third party asset owners which will add time and costs to projects if the streetscape and urban design is to be delivered.
  - Community Engagement- FBURA will require more extensive community engagement due to concerns about contamination, health risk, noise, disruption and the overall impacts of delivering infrastructure to these communities. Greenfield development or like for like asset renewals would have far less community opposition in comparison.
247. In summary, planning the delivery of the infrastructure assets in the FBURA will require advanced asset management systems and practices to accurately record future infrastructure requirements, apply unit rates for each element of the asset, optimise asset

lifecycle cost and apply and update assumptions on delivery timelines. This planning will determine the financial viability of each stage of project delivery.

## ASSETS: CYCLING INFRASTRUCTURE

248. Existing streets in Fishermans Bend do not contain dedicated cycling infrastructure – this is a key issue for future upgrades within DCP and non-DCP funded streets.
249. The relatively flat topography of Fishermans Bend and proximity to key destinations make it generally well suited to active and public transport options, including walking, cycling, bus and tram. However, without reliable and accessible alternatives to cars, including significant improvements in public transport, bicycle and walking infrastructure, significant traffic congestion remains a high risk.
250. The Fishermans Bend Framework envisioned a new network of cycling infrastructure including a mixture of the State's strategic cycling corridors, as well as on-street and off-street cycling corridor routes. The Fishermans Bend Framework noted that further work was required to refine the plan, including through Precinct Planning and Infrastructure Planning. The Montague Precinct Implementation Plan (MPIP) furthered this work, proposing changes to the cycling network. The updated cycling network is mapped below and generally aligns with roads that have been prioritised by the State Government in the DCP.



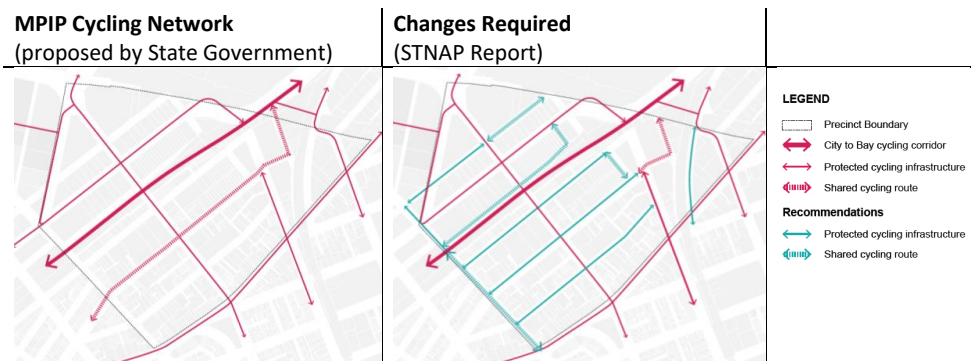
Cycling Corridors – Fishermans Bend Framework and Montague Precinct Implementation Plan

251. The Fishermans Bend Framework's transport recommendations were informed by high level traffic and transport assessments including the Fishermans Bend Integrated Transport Plan 2017. The State Government did not commission further analysis alongside the Montague Precinct Implementation Plan (MPIP). It is Council's view that precinct implementation planning and the development of the Fishermans Bend DCP should have been supported by further localised strategic transport network modelling and analysis led by the State Government.
252. It is Council's view that the future cycling network in Fishermans Bend should function at three levels:
- Providing regional connections through the State's Strategic Cycling Network
  - Providing precinct-level connections across Fishermans Bend
  - Providing local access and movement opportunities on all streets, connecting people safely between local properties and the broader precinct and regional cycling network
253. The current cycling plan focuses on regional and precinct connections, but lacks local access and movement infrastructure. This presents a safety and amenity concern for locals.
254. To inform Council's response to the MPIP, Council commissioned the Strategic Transport Network Assessment, Montague Precinct, June 2022, prepared by Ratio Consultants (STNAMP Report). The STNAMP report provided an understanding of the existing and future transport characteristics of the Precinct to inform planning and design in Montague. The STNAMP report reviewed projected pedestrian, cyclist and vehicle trip requirements seeking to validate or recommend changes within the plan. It recommended:
- Additional dedicated cyclist facilities are warranted along Munro Street, Gladstone Street and Thistlethwaite Street.
  - Dedicated cyclist facilities are also warranted along Buckhurst Street. The MPIP envisages Buckhurst Street, east of Montague Street as a "City Hub" shared zone. For this to be achieved, without the need for dedicated cycle facilities, further investigations into ways in which daily motor vehicle volumes along Buckhurst Street can be reduced are required.
  - Cycling network recommendations on other streets as proposed within the MPIP were supported.
255. In general terms, cycling infrastructure can be delivered with a range of outcomes, depending on the safety requirements and local context of the road, including:
- Alongside pedestrians: shared use paths, separated paths, segregated paths;
  - Alongside vehicles: fully separated cycling lanes (via barriers or grading), on-road cycling lanes (painted road/line separation), and lane sharing (low traffic, slow speed environments).

256.

The STNAP report found that lane sharing would not be appropriate in Montagues Streets, and that dedicated cycling infrastructure would be required. Cyclists should not share roads with vehicles and pedestrians where traffic exceeds certain thresholds. Upgrade costs for cycling infrastructure should therefore be planned and accounted for in proposed streetscape upgrades to meet basic safety requirements, as well as broader transport mode shift goals in Fishermans Bend.
257.

The following map shows a comparison between what is proposed in the MPIP (and therefore accounted for in development of the DCP), against what is required and recommended based on the Ratio report to meet basic safety and amenity standards. The density of the precinct necessitates cycling lanes across most streets within the network including additions to Munro, Normanby, Gladstone and Thistlethwaite streets.



258.

Similar reporting has not been prepared for Sandridge and Wirraway Precinct. However, based on the findings of the Montague Precinct, and a principles-based review of the remaining areas (including their anticipated densities and the vision for sustainable transport priorities), Officers anticipate that the majority of remaining streets across Fishermans Bend will also require dedicated cycling infrastructure to provide a basic level of safety and amenity.
259.

The following map identifies the recommended cycling corridor network, and should inform updated DCP Road project prioritisation and costing.



## ASSETS: WALKING (FOOTPATH UPGRADES, INTERSECTIONS)

260. Streets in Fishermans Bend have been designed to an industrial and commercial standard. They are car-oriented, and the quality of walking infrastructure is not fit-for-purpose in an urban renewal setting.
261. The existing condition of footpaths consists of:
- Limited footpath infrastructure – Some streets have no footpaths, some streets have footpaths on one side of the road (this predominantly applies to Sandridge and Wirraway Precincts, and the part of Montague precinct north Normanby Road), some streets have existing footpaths on both sides of the road that require renewal (Montague Precinct, south of Normanby Road)
  - Footpath conditions that do not align with the vision for pedestrian, including safety, width, materials, condition (this applies to all parts of Montague, Sandridge and Wirraway Precincts)



**Thisthwaite Street (Montague)**



**Munro Street (Montague)**

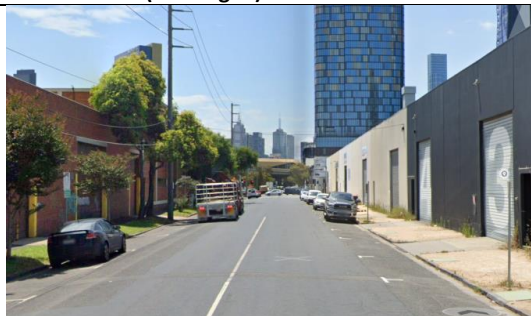


Image source: Google Street View

**Rocklea Street (Wirraway)**



**Bertie Street (Sandridge)**



Image source: Google Street View

262. The Fishermans Bend Framework supports an ambitious vision for supporting sustainable modes of transport (walking and cycling), with targets requiring: a walkability score of 90% for homes and workplaces; 80% of journeys by sustainable transport (all of which include a walking segment); and 90% of school-related trip are made by sustainable transport. To reach these targets, the Framework identifies the need to redesign local streets to enhance conditions for people walking and cycling. Three Framework objectives directly support planning to improve outcomes for walking and cycling including: Objective 1.2 to 'make Fishermans Bend a great place to walk for people with a wide range of abilities and needs'; Objective 1.3 to 'make Fishermans Bend an exceptional place to cycle'; and Objective 1.5 to 'enable residents and workers to access public spaces and community facilities within an easy walk'.
263. Council's Integrated Transport Strategy seeks to achieve similar goals, and for brevity are not fully repeated in this submission. Highlights include Council seeking to: to deliver access to key services within a 10-minute walk; designing streets to prioritise safety and comfort



without compromising the movement of people and goods; and supporting safe streets and places for walking. Council aims to eliminate fatalities and reduce the risk and severity of injuries on our roads, allowing people of all ages and abilities to travel on our road network safely and with confidence. For many people, feeling unsafe on or near our road network is one of the biggest barriers to mode shift to sustainable transport. Increasing safety, or even the perception of safety, can increase the attractiveness of walking and bike riding as an alternative to driving a car. The ITS identifies a suite of walking and cycling corridors and crossings, including Fishermans Bend. This includes integrating the urban renewal area's walking and cycling networks into adjacent areas and across the M1 freeway into the City of Melbourne. Installation of Pedestrian Operated Signals at key locations (including on Williamstown Road) is an advocacy priority action for Council.

264. Most streets will require footpath upgrades to meet the Fishermans Bend Framework vision, and basic road safety standards, based on the densities anticipated in Fishermans Bend. This involves:
- Providing footpaths on both sides of each road
  - increasing footpath widths in high pedestrian traffic areas, and designing streets to support footpath trading in core activity areas.
  - reducing barriers to crossing at key intersections
  - improving pedestrian safety
265. The Fishermans Bend Framework did not include a Walking Plan or Framework. The Fishermans Bend Integrated Transport Strategy 2017 included a Walking Plan that focused pedestrians towards main roads within the precinct. For the purpose of this submission, officers have reviewed priorities across the renewal area and identified that the major of streets will require reprioritisation for pedestrian purposes, not just the main roads, as noted in the following map. Council can also provide further information about footpath location and quality to inform further analysis of this issue.



268. Council has dedicated *Theme 3 - Open Space Project Funding* of this submission to analysis and recommendations on open space matters, and:
- Recommends updating the DCP Road project funding list to ensure that local streets that contain a linear open space are prioritised for funding.
  - seeks clarification that all DCP road projects, in locations that contain a linear open space, account for delivery of open spaces within the project costings.

## ASSETS: DRAINAGE

269. The Fishermans Bend Water Sensitive City Strategy (2022) was developed by the State Government to support a hybrid flood mitigation approach across the public and private realm. Within the public realm this includes locally distributed flood storages as part of streetscapes and open spaces; and major drainage and flood mitigation projects, including major pipe upgrades, pump stations, and levees. There is a need to coordinate these upgrades, and local drainage upgrades, to deliver new street layouts and cross sections.
270. Council has dedicated *Theme 5 - Drainage Project Funding* of this submission to analysis and recommendations on drainage matters.

## ASSETS: GREENING

271. Objective 4.3 of the Fishermans Bend Framework includes a commitment that 'Tree planting to deliver 50% urban forest canopy coverage in public spaces by 2050'. This is supported by two strategies that require quality tree planting in streets and open spaces: Strategy 4.3.1 - Ensure tree and plant selection will consider future climates. A diversity of indigenous, native, and exotic species will be planted to create a resilient urban forest; and Strategy 4.3.2 - Design and construct new streets to support the growth of existing and new large healthy trees including irrigation with recycled water.
272. Existing streets in Fishermans Bend have been planted and managed for a commercial and industrial context – they do not meet these objectives and strategies.
273. The canopy tree planting target necessitates a significant infrastructure investment, not only relating to the number, size, and species of trees, but more importantly to the land remediation and construction requirements associated with ensuring these trees are embedded in streetscape upgrades appropriately to reach their required size and quality at maturity. This includes making space for increased planting areas in streets, and dealing with site contamination, adequate soil volumes, and integrating the trees into major or ad-hoc street upgrade projects. These costs should be calculated and embedded across all street and open space projects.

## **ASSETS: POWER LINES, LIGHTING, INFORMATION AND COMMUNICATIONS TECHNOLOGIES (ICT)**

274. Powerlines, Lighting, and Information and communications technologies (ICT) are managed by a range of private and public authorities. This makes the coordination of upgrades complex, and costly. The Planning Scheme Amendment package does not provide enough information and clarity about how these elements have been costed and planned for DCP and non-DCP road projects. Council is concerned that these hidden costs will be significant and may undermine the proposals.

### **Powerlines**

275. Fishermans Bend has a network of overhead powerlines that will need to be relocated or undergrounded as part of delivering the streetscape vision. Council seeks clarification about how the vision will be delivered by the DCP, noting:
- The DCP package has not provided clarity about how powerline upgrades will be accounted for and delivered. Council recommends that the government investigate and clarify how this will be resolved within DCP and non-DCP funded streets.
  - The Fishermans Bend Framework notes that ‘Overhead power distribution along streets is proposed to be placed underground as part of redevelopment’ and includes Objective 1.8.3 to ‘Investigate opportunities to underground overhead transmission lines in the long term’.
  - Electricity infrastructure in Fishermans Bend generally consists of:
    - Transmission lines, transmission towers, sub-stations / transformers (which bring power into the locality) are generally located within a combination of dedicated properties and public streetscapes.
    - Distribution lines, including 22kv and 66kv lines (which deliver power locally from the substations to properties) are generally carried through overhead / aerial powerlines and poles, within streetscapes.
    - Most of this infrastructure is currently above-ground.
  - Local electricity / power infrastructure in Fishermans Bend is owned, operated, maintained and renewed predominantly by CitiPower. Council understands that these companies have not been sufficiently involved in the integrated planning for Fishermans Bend, and as Council understands, are not coordinating an approach to upgrade or underground infrastructure to align with the vision. Generally, their infrastructure is upgraded on a user-pays basis. Upgrades are managed on a case-by-case basis, often retaining existing overhead power.

- Street designs will require spatial rearrangement of powerlines and associated infrastructure. The following will need to be considered:
  - Relocating or undergrounding of powerlines will be required to accommodate new streetscape designs. The coordination of dedicated or shared underground conduits will need to be considered as part of streetscape designs. The cost of these options should be anticipated in DCP funding.
  - Undergrounding of power lines is unlikely to be delivered on an ad-hoc basis through individual developers as 'developer works', except where there is a clear nexus with a proposed development (generally providing for their site's localised connection). The majority of undergrounding will fall upon government to resolve through mechanisms like the DCP.
  - Underground power upgrades will need to be coordinated at a precinct and street scale – as localised undergrounding for individual projects and developments is generally too costly and unlikely to facilitate preferred outcomes.

### Public Lighting

276. Public lighting contributes to improved pedestrian and vehicle safety, reduced street crime, and providing night amenity in public spaces – this includes street lighting and open space lighting.
277. Most street lights in the City of Port Phillip are owned, operated, renewed and maintained by CitiPower and United Energy. In Fishermans Bend the primary distributor is CitiPower.
278. Current street lighting in Fishermans Bend was originally designed for an industrial/commercial context. It is not fit-for-purpose for a high density mixed use area, which will have an increased night time movement and activity. This represents a major safety and amenity concern for the emerging community. The delivery of Fishermans Bend will require:
- New or additional public space lighting
  - New or additional street lighting in most streets
  - Where street lighting already exists, there will still be a need to upgrade and relocate the lighting to accommodate complete street designs (realigned layouts and cross sections).
  - The transformative vision of Fishermans Bend is above and beyond what is ordinarily planned within Council's Streets, creating a significant cost for DCP and Non-DCP funded streets, all of which will require upgrades to meet local safety and amenity standards. The delivery of upgrade lighting likely to have similar cost and delivery implications as those described for powerlines.

**Information and Communications Technology Infrastructure (ICT).**

279. Fishermans Bend Framework includes a sustainability goal for 'connected and liveable community'. It includes associated objectives/strategies such as: Objective 2.4 to 'provide smart city technology to support economic activity in Fishermans Bend'; and Strategy 2.4.1 to 'plan for the delivery of high bandwidth fibre and wireless networks across Fishermans Bend'; and a commitment to 'determine high speed internet delivery stages'.
280. The DCP has not coordinated or accounted for the delivery of Information and Communications Technology Infrastructure (ICT). Council notes that ICT infrastructure is generally managed by a combination of private and public authorities, requires coordinated planning and delivery across the private and public realm, and is likely to have similar cost and delivery implications as those described for powerlines.

# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



10.5

### E-SCOOTER TRIAL UPDATE

**EXECUTIVE MEMBER:** BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND DEVELOPMENT

**PREPARED BY:** KAREN ROACHE, COORDINATOR STRATEGIC TRANSPORT

#### 1. PURPOSE

- 1.1 To update Councillors on the current State Government e-scooter trial
- 1.2 Request further delegation to the CEO to enter into interim agreements for continuation of the shared e-scooter services whilst procurement is undertaken should the State Government determine to end the trial and legalise e-scooters.

#### 2. EXECUTIVE SUMMARY

- 2.1 Outcome 5 of Council's Integrated Transport Strategy highlights the community benefits of new transport options and technology to move around, noting that these benefits rely on partnering with the Victorian Government and other councils to regulate, promote and manage these transport options (Action 38).
- 2.2 In 2019 Port Phillip was the first Victorian Council to support trialling a shared e-scooter scheme and the subsequent Victorian Government led trial of e-scooters in City of Port Phillip, Yarra and Melbourne commenced in February 2022 and, after several extensions, was due to end on 5 October 2023.
- 2.3 At the 4 October 2023 Council meeting the following recommendations were unanimously carried (the October 2023 motion).  
That council:
  1. *Notes the feedback on the trial including uptake and safety and amenity concerns raised in this report.*
  2. *Request that the Mayor write to the Ministers for Roads and Road Safety Public requesting the public release of the Victorian Government e-scooter trial evaluation.*
  3. *Endorses Council's continued participation in e-scooter schemes provided that Councils have the power to manage shared e-scooter schemes through contractual arrangements that can address safety and amenity.*
  4. *Authorises the Chief Executive Officer (or their delegate) to undertake any procedures required to allow participation in a three-year shared e-scooter scheme with up to two operators and (subject to agreement with Council) a maximum of 500 e-scooters including, in collaboration with other councils.*
- 2.4 On 6 October 2023, a further extension of the trial until 5 April 2024 was announced by Minister for Roads and Road Safety (Hon Melissa Horne MP) and the Minister for Public and Active Transport (Hon Gabrielle Williams) who will now oversee the trial outcome.
- 2.5 In line with Item 2 of the October 2023 motion, the Mayor has corresponded with the relevant ministers requesting the public release of the trial evaluation.
- 2.6 In line with Item 3 of the October 2023 motion, in November 2023 the Victorian Parliament passed the *Transport Legislation Amendment Act 2023* providing local





governments (LGA) the power to require shared mobility scheme operators, such as e-scooters and e-bikes, to enter into an agreement with the LGA before launching services operating on public land. Amendments relating to shared schemes require royal proclamation prior to coming into effect (most likely at the end of the trial).

- 2.7 Since the trial began e-scooter usage has seen a median of 1291 trips per day, with over 1 million trips finishing in our city. From February 2022 to 31 January 2024 over 7 million individual e-scooter trips had been taken on the 2500 shared e-scooters across Melbourne (500 e-scooters are located in Port Phillip).
- 2.8 A December 2023 published academic paper reviewed the injury impact of e-scooters in 2022 at the emergency department at Royal Melbourne Hospital (RMH).
- 2.9 The injury rates in Melbourne are in line with the experience of other Australian and New Zealand cities with shared e-scooter schemes and we have seen a decrease in the accident rates reported to operators in Port Phillip.
- 2.10 City of Port Phillip's agreements with e-scooter operators expire on the 5 April 2024 and, should the Victorian Government trial end at this time, and e-scooters continue to operate in Victoria, existing agreements with operators would be required for the period between the end of trial and conclusion of the procurement process to determine who will provide e-scooter services. This report recommends delegation to the CEO to enable the continuation of the service until the procurement process is completed and new agreements have been entered.
- 2.11 Council seeks to establish a process for new agreements in collaboration with the Cities of Melbourne and Yarra who are yet to finalise their position in terms of an ongoing role with e-scooters.

### **3. RECOMMENDATION**

That Council:

- 3.1 Notes that the Mayor has written to the Minister for Roads and Road Safety and the Minister for Public and Active Transport requesting the public release of the evaluation report for the e-scooter trial.
- 3.2 Notes the update to the Victorian Government led e-scooter trial including legislative changes that, once proclaimed, will empower Councils to manage shared e-scooter schemes through contractual arrangements that can address safety and amenity.
- 3.3 Notes that the e-scooter trial is due to end on 5 April 2024 and that, at the completion of the trial on 5 April 2024 or some other date as determined by the Victorian Government, Council will commence a procurement process to determine which e-scooter providers will operate in the City of Port Phillip and under what conditions.
- 3.4 Authorises the Chief Executive Officer (or their delegate) to extend existing agreements with e-scooter operators until the procurement process and transition to a new shared e-scooter agreement is completed.





#### 4. KEY POINTS/ISSUES

##### Legislative Changes

- 4.1 In November 2023 the Victorian Parliament passed the Transport Legislation Amendment Act 2023 which gave local government the authority to manage shared mobility.
- 4.2 Specifically, the Road Safety Act 1986 section 55:7C 90S states  
*'A person must not make a relevant vehicle available for hire under a vehicle sharing scheme unless the person is a party to an authorising agreement with the municipal council that governs the municipal district in which the relevant vehicle is located'.*
- 4.3 This provision comes into effect upon proclamation which is anticipated if the trial is concluded on 5 April 2024 and e-scooters are to remain legal in Victoria.

##### Hospitalisation and incident data

- 4.4 A recently published academic paper (December 2023) reviewed the injury impact of e-scooters in 2022 at the emergency department at Royal Melbourne Hospital (RMH).
- 4.5 Below is a summary of key points from the RMH study:
- 256 incidents related to e-scooters were recorded at RMH in the calendar year 2022 (243 within the shared e-scooter trial period) comprising 247 riders of e-scooters and 9 pedestrians
  - Alcohol was a reported factor in 34% of incidents
  - 33% of patients reported wearing a helmet
  - Men in their late twenties or early thirties were overrepresented in the incidents
  - 47% of total presentations to emergency were hospitalised, 53% were discharged from emergency department
  - Most common injuries affected the upper limbs (53%) and head (50%)
  - Abrasions made up 75% of injuries with fractures at 48%
  - The median cost per patient was \$1321
- 4.6 The information captured in the study did not distinguish whether the injury happened while using a shared or a privately owned e-scooter.
- 4.7 Officers have undertaken a comparison to other Australian and New Zealand Injury Studies seeking to select comparable cities with similar features.
- 4.8 The review of studies found:
- Melbourne injury rate (4.10 injuries per 100,000 trips) was lower than other Australian or New Zealand cities (8.09 Auckland and 9.31 Hobart) on a per 100k trip basis. Data available for Brisbane did not provide a breakdown by severity.
  - Alcohol involvement was in line with Australian or New Zealand cities
  - Helmet compliance of those in accidents was similar to Australian or New Zealand cities

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### Hospital presentation study comparison

City / Municipal Area	Start	End	Months	Injuries	Admitted to (H)	Trips	Injuries per 100k trips	Inj (sev) per 100k trips
Melbourne (CoM, CoPP, CoY)	1/02/2022	31/12/2022	11	243*	114	2,776,302	8.25	4.10
Brisbane	1/01/2022	31/12/2022	12	402	N/A	3,269,300	12.30	0.00
Auckland	22/10/2018	19/02/2019^	4	180	60	741,929	24.26	8.09
Hobart	1/01/2022	30/06/2022	6	135	31	333,068	40.53	9.31

\*Trial began so only 11-month period of injuries was relevant. ^Trip Numbers were Nov-18 to Feb-19

- 4.9 As part of the mandatory reporting requirements in the Commercially Operated Share Scheme (COSS) agreement, e-scooter operators are required to report minor, moderate, serious, and critical incidents to Council including location where known. Minor incidents do not require hospital treatment (scrapes and bruises), moderate incidents require outpatient hospital treatment and serious incidents require inpatient hospital treatment (e.g., fracture, concussion, or surgery).
- 4.10 Across the metro trial areas, operators reported 382 incidents in 2022 and 349 in 2023. This information is reliant on notification by riders, community members, or in device alerts to operators so may not be a complete data set.
- 4.11 Between 1st February to 31 December 2022, 76 incidents were reported to operators in CoPP. Of these 28 were classified as minor injuries, 6 moderate and 3 serious (requiring hospitalisation). An additional 39 were reported by operators as unknown, despite operator attempts to follow up with riders.
- 4.12 For the calendar 2023 calendar year City of Port Phillip saw a decrease on accident rates reported to operators with a total of 41 reports (24 minor, 6 moderate, 1 serious and 10 unknown).
- 4.13 The decision as to whether e-scooters (private and/or shared) safely integrate with the transport network in Victoria lies with the Victorian Government who have the jurisdiction to enact any legislative and regulatory changes.
- 4.14 Councils' powers to regulate the safety and amenity of e-scooters is limited to shared schemes and not privately owned e-scooters where we have very limited control.
- 4.15 As the trial has evolved, strategies have been developed to improve safety and amenity of e-scooter riders and the wider residential and visitor community of Port Phillip.
- 4.16 Most recently, cognitive testing has been introduced every Friday and Saturday night between 10pm and 4am for riders of shared e-scooters in specific . This in-application reaction time test has to be passed prior to commencing a ride. This acts as a screen against people trying to ride while intoxicated.



### **Future Approach**

- 4.17 At the Ordinary Council meeting on 4 October 2024 and upon completion of the trial, Council supported participation in an ongoing shared e-scooter scheme provided that Councils have the power to manage shared e-scooter schemes through contractual arrangements that can address safety and amenity.
- 4.18 At this time Council authorised the Chief Executive Officer (or their delegate) to undertake any procedures required to allow participation in a three-year shared e-scooter scheme with up to two operators and (subject to agreement with Council) a maximum of 500 e-scooters including, in collaboration with other councils.
- 4.19 Officers continue to address any safety and amenity issues that result from the use of shared e-scooters including the review of hospitalisation and incident data and trialling of new technology in partnership with operators. This includes cognitive testing, parking beacons to minimise footpath obstruction, footpath detection technology on some devices to address this concern.
- 4.20 Prior to commencement in the trial, City of Melbourne led a tender process in partnership with Cities of Port Phillip and Yarra for the provision of shared e-scooter services by two operators. The Cities of Melbourne and Yarra are yet to finalise their involvement in any future scheme. It is anticipated that this will be done by mid 2024 and, if endorsed, a joint procurement processes can commence.
- 4.21 As noted in the 4 October 2023 Council report, to minimise disruption for users of the shared e-scooter service during the procurement of a future shared e-scooter scheme requires extending current arrangements with operators until new agreements are in place.
- 4.22 The procurement process would include addressing safety and amenity standards through operational and technological approaches. Market sounding prior to procurement will help ensure best practice technology, performance measurement and contractual provisions for shared e-scooter service are attained.
- 4.23 The Council decision of 4 October 2023 does not explicitly authorise the CEO (or their delegate) to continue with existing arrangements with operators *at the completion of the trial* to enable the procurement of a future scheme and transitioning to a new agreement, possibly with new operators. This update report seeks to remove this ambiguity.

## **5. CONSULTATION AND STAKEHOLDERS**

- 5.1 Council has written to Minister for Roads and Road Safety (Hon Melissa Horne MP) and the Minister for Public and Active Transport (Hon Gabrielle Williams) requesting information relating to the trial and the evaluation results be made public.

## **6. LEGAL AND RISK IMPLICATIONS**

- 6.1 Council Officers continue to review risks to Council throughout the trial.

## **7. FINANCIAL IMPACT**

- 7.1 The current agreement with operators provides Port Phillip annual revenue of \$182,000 (based on \$1 per scooter per day and a maximum of 500 e-scooters). This recovers officer time and other costs associated with management of the scheme.
- 7.2 Best practice funding models will be explored in a marketing sounding exercise.



## 8. ENVIRONMENTAL IMPACT

- 8.1 Reduction of community greenhouse gas emissions will require attractive sustainable transport options to achieve a shift away from private vehicle trips.
- 8.2 Operator surveys and DTP estimates are that at least 30 per cent of scooter trips replace car journeys, This suggest riders in Port Phillip have saved approximately 108 tonnes of greenhouse gas emissions since the trial commenced.

## 9. COMMUNITY IMPACT

- 9.1 E-scooters offer an affordable transport option for residents and visitors to access businesses, work, destinations and events across our city.
- 9.2 Many people have used the shared e-scooters with over 1million trips commencing in Port Phillip between 1 February 2022 and 31 Jan 2024 showing that the e-scooters are well utilised as a transport mode.
- 9.3 During the trial the e-scooter operators contributed to events in our city with pop ups to promote safe riding at St Kilda Festival, South Beach St Kilda and the Esplanade.
- 9.4 There are safety and amenity impacts on our community around obstruction of footpaths and footpath riding.

## 10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 A shared e-scooter scheme delivers on key objectives from the “Liveable, Inclusive and Sustainable sections of the **Council Plan 2021-31**.
  - 10.1.1 **Liveable:** A City that is a great place to live, where our community has access to high quality public spaces, development and growth are well-managed, and it is safer and easy to connect and travel within  
  
The Plan identifies “Getting around our dense inner City of Port Phillip” is one of eight long-term challenges and the need to address issues including:
  - 10.1.2 **Inclusive:** A City that is a place for all members of our community, where people feel supported and comfortable being themselves and expressing their identities.  
  
Port Phillip is a place where people of all ages, backgrounds and abilities can access services and facilities that enhance health and wellbeing through universal and targeted programs that address inequities
  - 10.1.3 **Sustainable:** A City that has a sustainable future, where our environmentally aware and active community benefits from living in a bayside city that is greener, cooler, cleaner and climate resilient.
- 10.2 Council’s **Move, Connect, Live Integrated Transport Strategy 2018 – 2028**, Outcome 5 recognises that – Our community benefits from new transport options and technology to move around.
- 10.3 The strategy recognises that emerging technologies will play a major role in addressing both contemporary challenges and the transport requirements of future generations. It recognises the need to partner with others to manage shared transport services.
  - 10.3.1 Action 38 : Partner with the Victorian Government and other councils to regulate and promote shared transport services and manage disruptive shared transport technologies.



## 11. IMPLEMENTATION STRATEGY

### 11.1 TIMELINE

#### **April 2024 – July 2024**

- Announcement from Victorian Government on trial outcome expected (5 April 2024)
- Extend contractual agreements with current operators
- Advocate for the release of the full trial evaluation report to the community
- Engage market sounding exercise to inform best practice procurement approach for future new agreement, in anticipation of actual procurement.
- Continue discussions with Cities of Melbourne and Yarra and other M9 councils to progress procurement of the endorsed three year shared e-scooter scheme at the completion of the trial.

#### **July 2024 – January 2025**

- Procurement of a new three year shared e-scooter service agreement in collaboration with other Councils. This allows time for the completion of approach to market, contractual agreements and possible transition to new providers if determined through evaluation of proposals.

## 12. OFFICER MATERIAL OR GENERAL INTEREST

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

### **ATTACHMENTS**

Nil



**11. SUSTAINABLE PORT PHILLIP**

Nil

**12. VIBRANT PORT PHILLIP**

Nil

**13. WELL GOVERNED PORT PHILLIP**

13.1	<i>Proposed Update to Rating Strategy 2022-2025.....</i>	<i>411</i>
13.2	<i>Proposed Discontinuance of Road Adjoining 197 and 199 Princes Street, and 55 Station Street, Port Melbourne.....</i>	<i>441</i>
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### 13.1 PROPOSED UPDATE TO RATING STRATEGY 2022-2025

**EXECUTIVE MEMBER:** LACHLAN JOHNSON, GENERAL MANAGER, OPERATIONS AND INFRASTRUCTURE

**PREPARED BY:** PETER LIU, CHIEF FINANCIAL OFFICER  
SPYROS KARAMEISINIS, HEAD OF FINANCIAL BUSINESS PARTNERING, ANALYSIS & COMPLIANCE

#### 1. PURPOSE

- 1.1 To consider the release of proposed updates to *Rating Strategy 2022-25* for community consultation.

#### 2. EXECUTIVE SUMMARY

- 2.1 Victorian councils are granted the power under the Local Government Act 2020 (the Act) to declare rates and charges on rateable land within their municipal boundaries. Councils use property values as the basis for calculating how much each property owner pays in rates.
  - 2.1.1 The Rating Strategy informs how Council rates are distributed in the community.
  - 2.1.2 The Rating Strategy does not impact on the total rates revenue that is raised each year, which is determined by the annual budget process within the confines of the rating capping legislation.
- 2.2 On the 29 June 2022 Council endorsed the Rating Strategy 2022-25 ('Rating Strategy'). This strategy changed Council's approach to rating including the introduction of a separated waste charge to recover the direct cost of waste services and differential rating for a more equitable rates distribution outcome.
- 2.3 The Rating Strategy seeks to achieve the following objectives:
  - 2.3.1 Rating outcomes that are equitable: fairness in the amount that each ratepayer contributes to the total rates burden of the community.
  - 2.3.2 Rating outcomes that are efficient: carefully considering and seeking to minimise the impact on decisions on the broader economy.
  - 2.3.3 Rating outcomes that are simple to understand and efficient to administer.
  - 2.3.4 Rating outcomes that manage the impact of change including phasing in changes to reduce their impact where necessary.
  - 2.3.5 Rating outcomes that align with Council's broader objectives while carefully considering any trade-offs with other rating objectives.
- 2.4 While the current Rating Strategy is not due for renewal until 2025, it is good practice to ensure the policy remains relevant reflecting current operating environment and continues to deliver on the objectives of the Strategy.
- 2.5 Overall, our current the Rating Strategy is working as intended. However, Officers have identified issues with certain land uses within the municipality that do not align with the broader objectives of the Council Plan and the negative impacts on amenity and vibrancy to the community. This is evidenced by numerous community and councillor requests recorded in our customer request system and actioned accordingly.





- 2.6 Through this review process, three new categories of land have been identified:
- 2.6.1 Derelict land and buildings that are left in a state of disrepair, unsightly, raise health and safety concerns, promote anti-social behaviour or which cause loss of neighbourhood amenity.
  - 2.6.2 Un-activated retail land including shops that are not open for trade for more than 24 months which hinders retail vibrancy & business activation and negatively impact municipal streetscapes.
  - 2.6.3 Vacant land which is not developed in a timely manner that otherwise would result in a more vibrant and liveable city.
- 2.7 In addition to the proposed changes to the Rating Strategy, Council is proactively trying to resolve the above issues by:
- 2.7.1 Issuing of a notice to comply where a property breaches a local law, this is generally responding to a concern about property condition (e.g., safety or general amenity).
  - 2.7.2 Where notices to comply are not actioned to Council's satisfaction this may result in issuing a penalty infringement for non-compliance.
  - 2.7.3 Supporting businesses through Council's various business support programs with activation and tourism marketing (e.g., vacant shop programs) and providing advice and referrals to other government agencies.
- 2.8 However, despite these initiatives, many properties continue to fall into disrepair or unuse. Noting that this is not an isolated issue to City of Port Phillip alone. Several other metropolitan councils have introduced higher differential rates to further disincentivise vacant, derelict, and un-activated retail land.
- 2.9 The updated Rating Strategy therefore proposes that differential rating will be expanded to further promote the development of our City, consistent with Council Plan Objectives. Higher differential rates will therefore be set for derelict land, un-activated retail land, and vacant land.

### 3. RECOMMENDATION

That Council:

- 3.1 Notes that the following land types are negatively impacting the municipality due to being under-utilised, causing safety and amenity concerns and not contributing to the overall purpose and objectives of the Council Plan:
  - 3.1.1 Derelict Land
  - 3.1.2 Un-activated Retail Land
  - 3.1.3 Vacant Land
- 3.2 Notes proposed changes to the Rating Strategy 2022-2025 to include new property classes for differential rating purposes. These new property classes and differential rates will be set as follows:
  - 3.2.1 Derelict Land rate in the dollar to be set at 4 times (400%) of the Residential Land rate.



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- 3.2.2 Un-activated Retail Land rate in the dollar to be set at 4 times (400%) of the Residential Land rate.
- 3.2.3 Vacant Land rate in the dollar to be set at 3 times (300%) of the Residential Land rate.
- 3.3 Releases the draft updated *Rating Strategy 2022-2025* (Attachment 1) for community consultation alongside the draft budget 2024/25 between 18 April 2024 and 13 May 2024 followed by the hearing of feedback for the draft budget at the Special Council meeting on 14 May 2024.
- 3.4 Notes that the draft Budget 2024/25, to be considered by Council on 17 April 2024, will be informed by the proposed Rating Strategy 2022-2025.
- 3.5 Notes that the proposed Rating Strategy 2022-2025 may be updated alongside the draft budget to reflect any feedback from the community consultation period prior to being brought back to Council for adoption.
- 3.6 Notes that the updated Rating Strategy 2022-25 will be considered for adoption alongside Budget 2024/25 at the Special Council Meeting on 26 June 2024.
- 3.7 Authorises the CEO to make amendments to the updated *Rating Strategy 2022-2025* to reflect any changes through this resolution, and to make minor editorial adjustments to the document to prepare for publication and distribution including but not limited to minor wording updates to the proposed definitions.

#### 4. KEY POINTS/ISSUES

- 4.1 Pursuant to Section 8(1) of the Act outlines that the role of Council is to provide good governance for the benefit and wellbeing of municipality. In seeking to do this, Council must 'ensure the equitable imposition of rates and charges'.
- 4.2 The Rating Strategy informs how Council rates are distributed in the community. It does not impact on the total rates revenue that is raised each year, which is determined by the annual budget process within the confines of the rating capping legislation.
- 4.3 A limited range of options exist for Council to raise rates revenue. Council's Rating Strategy helps to make it transparent to the community the principles by which Council exercises these options to distribute the rates burden across the community fairly, to improve community understanding of our rating system, and to satisfy statutory requirements.
- 4.4 The proposed changes to the Rating Strategy includes three new classes of land for rating purpose:

##### **Derelict Land**

#### **4.5 Derelict Land Definition:**

- 4.5.1 Derelict land is any land on which any one or more of the following criteria applies:
- The building or land is destroyed, decayed, deteriorated, or fallen into partial ruin especially through neglect or misuse. This may include but not be limited to excessive dirt; peeling paint; broken windows, elements of the facade or advertising signs; loose or broken fittings, fixtures; or faulty lighting.



- The building or land constitutes a danger to health or property. This may include but not limited to:
  - The existence on the property of vermin, litter, fire or other environmental hazards.
  - A partially built structure where there is no reasonable progress of the building permit.
- Provides an opportunity to be used in a manner that may cause a nuisance or become detrimental to the amenity of the immediate area.
- Is in such a state of repair that would prohibit its occupation.
- The condition of the property or land has a potential to affect the value of other land or property in the vicinity.
- There is excessive growth of grass and or noxious weeds or undergrowth.
- Affects the general amenity of adjoining land or neighbourhood by the appearance of graffiti, any stored unregistered motor vehicles, machinery (or parts thereof), scrap metal, second hand timber and or building materials, waste paper, rags, bottles, soil or similar materials.

#### **4.6 Derelict Land Objectives:**

4.6.1 The key objectives for charging a higher rate in the dollar for derelict land is to:

- Encouragement of utilisation of buildings within the municipality
- Minimisation of the impact of derelict buildings on neighbourhood amenity (e.g., dumped rubbish, anti-social behaviour etc.)
- Disincentivise 'land banking' and encourage development to create a vibrant and liveable city.

#### **4.7 Level of differential rates for Derelict Land:**

4.7.1 To achieve these objectives, a differential rate for derelict land will be set at 4 times (400%) of the residential rate in the dollar, which is the maximum allowable as the impact to local amenity is significant. This acts to disincentive land being left in unfavourable condition and encourage timely improvement and development.

#### **Un-activated Retail Land**

#### **4.8 Un-activated Retail Land Definition:**

4.8.1 Un-activated Retail is any land on which a building is designed or adapted for retail or business occupation; and

- where the building has not been open for trade in the 24 months prior to the date of declaration of rates for the current year; and
- No building permit for development of the building has been issued under the Building Act 1993 in the 12 months prior to the date of declaration of rates for the current year.



#### **4.9 Un-activated Retail Land Objectives:**

4.9.1 The key objectives for charging a higher rate in the dollar for un-activated retail buildings is to:

- Creation of vibrant and activated retail and business precincts.
- Improvement of municipal streetscapes creating a vibrant and liveable city.
- Minimisation of retail and business spaces being left vacant and impacting on the activation of retail and business streetscapes.
- Prevention of foregone community and economic development resulting from underutilisation of land.

#### **4.10 Level of differential rates for Un-activated Retail Land:**

4.10.1 To achieve these objectives, a differential rate for un-activated land will be set at 4 times (400%) of the residential rate in the dollar, which is the maximum allowable as the impacts to local amenity and retail vibrancy are significant. This acts to disincentivise land being un-used and to encourage full utilisation and activation.

#### **Vacant Land**

#### **4.11 Vacant Land Definition:**

4.11.1 Vacant land is any land on which there is no building which is occupied or adapted for permanent occupation for the period of 24 months prior to the declaration of rates for the current financial year.

#### **4.12 Vacant Land Objectives:**

4.12.1 The key objectives for charging a higher rate in the dollar for vacant land is to:

- Encourage the timely development and maintenance of land within the municipality.
- Encourage development to ensure maximum availability of housing and infrastructure.
- Disincentivise 'land banking' and encourage development to create a vibrant and liveable city.

#### **4.13 Level of differential rates for Vacant Land:**

4.13.1 To achieve these objectives, a differential rate for vacant land will be set at 3 times (300%) of the residential rate in the dollar.

4.13.2 Vacant land is set at a lower differential level due to its lesser degree of amenity impact relative to derelict and un-activated retail land, whilst still incentivising timely development through greater financial imposition.

### **5. CONSULTATION AND STAKEHOLDERS**

5.1 This update to the Rating Strategy has been developed with internal stakeholders including Local Laws, Statutory Planning, Building Services, and Economic Growth and Activation Team.

5.2 Subject to Council resolution, the draft updated *Rating Strategy 2022-2025* will be released for community feedback.

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- 5.3 The community consultation will take place from 18 April to 13 May 2024 to align with the consultation period on the draft Budget 2024/25.
- 5.4 Council will also hear feedback at the Special Council meeting on 14 May 2024, prior to considering adoption at the Special Council Meeting on 26 June 2024.

### 6. LEGAL AND RISK IMPLICATIONS

- 6.1 The proposed updated Rating Strategy 2022-2025 has been prepared in accordance with the Local Government Act and associated Ministerial Guidelines for Differential Rates.
- 6.2 Pursuant to Section 161 of the Local Government Act, Council may raise any general rates by application of a differential rate.
- 6.3 The Act provides a limited range of options for councils to develop rating systems, which have been considered in the Rating Strategy review. The principles within the Rating Strategy are compliant with provisions for developing rates within the Act.
- 6.4 There are several risks associated with expanding differential rating per the proposed strategy update:
  - 6.4.1 **Increase in complaints** – Council may experience higher levels of complaints due to the additional complexity of the rating process and also due to the higher rating burden applied to vacant land, derelict land and un-activated retail land.
  - 6.4.2 **Affordability** – Some ratepayers may not be able to afford to pay the higher differential that applies to their property. This may result in higher numbers of objections. Noting that this may incentivise the ratepayer to improve or develop land, therefore achieving the objectives of the rating strategy.
- 6.5 An additional consideration for the expansion of differential rating is the impact that this will have on the objection process:
  - 6.5.1 Currently objections are managed directly by the Valuer General's office as objections only relate to the valuation of land.
  - 6.5.2 However, the proposed changes to the rating strategy may see an increase in objections relating to the classification of land.
  - 6.5.3 Under Section 183 of the Local Government Act 1989 ratepayers are able to apply to VCAT for review of Council's decision to classify (or not classify) land as a particular type or class for differential rating purposes.
  - 6.5.4 Such applications are made directly to VCAT and must be lodged within 60 days after the owner/occupier first receives the rate notice.
  - 6.5.5 Once referred to VCAT, the procedure in Part III of the Valuation of Land Act 1960 applies to the review of the differential rating classification (with any necessary modifications). The final determination is made by VCAT.

### 7. FINANCIAL IMPACT

- 7.1 The Rating Strategy review does not impact on the total rates revenue that is raised each year, which is determined by the annual budget process and in accordance with the requirements of rate capping legislation.
- 7.2 The proposed change to the Rating Strategy will change the rates burden (rates payable) between different rates payers. Charging higher differential rates for Vacant



Land, Derelict Land and Un-activated Retail Land will reduce the rates burden for other ratepayers.

- 7.3 Any successful objections by ratepayers on differential ratings may alter Council's rates income. However, it is expected this to be minimal or minor financial impact.

## 8. ENVIRONMENTAL IMPACT

- 8.1 The proposed updated Rating Strategy 2022-2025 aims to disincentivise properties being left vacant or in derelict condition. Many of these properties cause environmental concerns associated with dumped rubbish, fire, pollution, vermin and other environmental hazards.

## 9. COMMUNITY IMPACT

- 9.1 The proposed updated rating strategy is likely to have several direct and indirect impacts on the community:
- 9.1.1 **Affordability** - The Rating Strategy, together with other Council policy initiatives, must consider the possibility that rates may become unaffordable for groups in the community. In response to this, the Rating Strategy retains an emphasis on targeted support for financially disadvantaged members of our community. This is managed through Council Financial Hardship Policy.
  - 9.1.2 **Safety** – The higher rating burden associated with derelict, vacant and un-activated retail land is likely to establish a significant disincentive for these land types and ultimately reduce their prevalence in the municipality. In turn this will help mitigate the safety and amenity concerns around these types of land (e.g., unsafe buildings, anti-social behaviour etc).
  - 9.1.3 **Vibrant City** - The higher rating burden associated with derelict, vacant and un-activated retail land is likely to establish a significant disincentive for these land types and ultimately reduce their prevalence in the municipality. In turn this will help improve the vibrancy of the municipality to ensure that land is used to its full potential (e.g., to increase the availability of housing or to ensure that High Streets are activated).
  - 9.1.4 **Economic** - The Rating Strategy, together with other Council policy initiatives, aim to mitigate the economic impacts on business and the impact on the wider, economic viability of the community caused by the prevalence of vacant land, derelict land and un-activated retail land.

## 10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 The updated rating strategy aligns Council Plan strategic directions:
- 10.1.1 *Liveable Port Phillip*, a city that is a great place to live, where development and growth are well managed and it is safe.
  - 10.1.2 *Vibrant Port Phillip*, a city that has a flourishing economy, where our community and local businesses thrive.
  - 10.1.3 *Well-Governed Port Phillip*, Council is a financially sustainable, high performing, well-governed organisation that puts the community first. The cost of providing Council services is a key component of the value equation.

# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



- 10.2 The draft updated Rating Strategy contains the principles by which rates and waste charges are to be distributed fairly to the community to help pay for Council services.

## **11. IMPLEMENTATION STRATEGY**

### **11.1 TIMELINE**

- 11.1.1 20 March 2024 - the draft update Rating Strategy 2022-2025 presented for Council to consider releasing for community consultation alongside the annual draft Budget and Council Plan 2021-31.
- 11.1.2 18 April to 13 May 2024 - Consultation period on the draft updated Rating Strategy 2022-25.
- 11.1.3 14 May 2024 - Hearing of public feedback on the draft updated Rating Strategy 2022-2025 in conjunction with the draft Budget 2024/25 and Year 4 of the Council Plan 2021-31. The hearing of feedback marks the end of the community engagement period with findings to then be presented to Council.
- 11.1.4 26 June 2024 - The updated draft Rating Strategy 2022-2025 and updated Council Plan 2021-31 (Year Four) and Budget 2024/25 presented for Council's consideration for adoption.

### **11.2 COMMUNICATION**

- 11.2.1 Following the community engagement period, the outcomes of which will be collated and presented back to Council for consideration. The findings will also be published as part of the adoption of the updated draft Rating Strategy 2022-2025 and updated Council Plan 2021-31 (Year Four) and Budget 2024/25

## **12. OFFICER MATERIAL OR GENERAL INTEREST**

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

**ATTACHMENTS** Nil



## Rating Strategy 2022-25





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## 1. Purpose

The City of Port Phillip has developed this Rating Strategy to make transparent to the community the principles by which rates are set. The Rating Strategy also satisfies the City of Port Phillip's statutory requirements.

A limited range of choices exist for how rates revenue is raised by councils. The Rating Strategy outlines the principles to guide the City of Port Phillip to raise rates revenue, in particular how to distribute the rates burden on the community fairly.

In publishing the Rating Strategy, the City of Port Phillip has the following aims:

- Improving community understanding of our rating system
- Articulating the City of Port Phillip's strategy for distributing the rates burden on the community fairly.
- Ensuring the strategy is administered efficiently to achieve council objectives
- Managing the impacts of change including where necessary phasing in changes to reduce its impact.

The Rating Strategy is to be reviewed and endorsed by Council by the 30 June after a general council election. The principles in the Rating Strategy are also outlined annually during the City of Port Phillip's planning and budgeting cycle. This provides the community an opportunity to improve its understanding of rating in local government and provide input to the rate setting process.

## 2. Context

### 2.1 Legislative context

Section 8(1)C of the *Local of the Local Government Act 2020 (LGA)* outlines that the role of Council is to provide good governance for the benefit and wellbeing of the municipality. In seeking to do this, Council must 'ensure the equitable imposition of rates and charges'.

The legislative framework for the setting of rates and other charges is provided within the LGA. This includes the setting of:

- general rates
- differential rates for different classes of ratepayers (for example ratepayers who own residential, commercial, industrial, cultural and recreational land)
- special rates that are used for funding initiatives that benefit specific sections of the community
- service charges (waste charges)
- municipal charges which are effectively a fixed charge for each property to cover council administrative costs

It also includes adherence to the rate capping framework (Fair Go Rates System) and consideration of hardship through rebates, deferrals or waivers.

This Rating Strategy addresses these matters.

## 2.2 What are rates and who pays them?

Council rates are the contribution that ratepayers make towards the community services and community infrastructure that councils deliver. Rates are a form of property tax, with each ratepayer contributing based on the value of the property they own.

It is intended that the rates contribution made by each ratepayer represents a fair measure of the benefit received by each property and reflects the capacity of the property owner to pay for a share of council's costs. Using property values as a basis for calculating council rates supports the following outcomes:

- ratepayers with similar property values are treated similarly
- ratepayers with higher value property pay relatively more rates.

It is acknowledged that the raising of rates based on the value of property is imperfect. The major limitation of property value-based rates is that ownership of property does not necessarily equate to capacity to pay. However, it is considered to be fairest way to fund community services for public benefit within the legislative framework that councils operate.

The limited options available to councils to raise rates revenue are explored in this Rating Strategy. The method for collecting rates impacts the share of total rates revenue contributions received from each ratepayer. This is distinct from the total rates revenue collected by council, which is set by Council's annual budget within the State Government's Fair Go Rating System.

The City of Port Phillip's obligation is to ensure a fair (or 'equitable') distribution of the rates burden it imposes on the community. The Rating Strategy, together with other council policy initiatives, must consider the possibility that rates may become unaffordable for particular groups in the community.

## 2.3 Calculation of rates

Rates are calculated using the total value of property in the municipality based on the Annual General Valuation and the City of Port Phillip's annual budget requirements.

The City of Port Phillip determines how much revenue it needs to deliver its community services through its annual budget process. The rates revenue sources are separated into main items:

### 1. General Rates

General Rates is a general revenue source to fund community services and assets. The general rates pie is determined as part of the Budget Process taking into consideration of the annual property valuation movements. General rates are separated into three slices (property classes): Residential, Commercial and Industrial.

Each class of property will have a different rate in the dollar, commonly known as differential rating. This is calculated by dividing the general rates revenue by municipality's aggregate Capital Improved Value (CIV) for each property class. This calculates a 'rate in the dollar' which is then applied to each individual property value.

The table below is example of how differential rates were calculated in 2023/24.

Property Class	General rates pie slice	General rates revenue (A)	CIV (B)	Rate in the dollar (C = A ÷ B)
Commercial	14.7%	\$19,272,956	9,536,346,000	0.002021
Industrial	3.7%	\$4,832,878	2,416,439,000	0.002000
Residential	81.6%	\$106,844,355	63,072,228,500	0.001694
<b>Total</b>	<b>100%</b>	<b>\$130,950,189</b>	<b>72,025,014,000</b>	

It is important to note that councils do not receive a windfall gain when property values increase after undertaking a General Valuation. Property revaluations will generally result in a redistribution of the rate burden across all properties in the municipality. Any increase to total valuations of the municipality is offset by a reduction to the rate in dollar used to calculate the rate for each property. Total General Rates income is determined each year as part of the council budget process and restricted by the Rates Capping Framework.

## 2. Waste Charges

In 2022/23, Council introduced Waste Charges separated from the General Rates Revenue. It recovers the cost of waste services relating to private benefits and or direct waste services. This includes kerbside bin collections, communal services as Food Organic Garden Organic and Glass, Hard Waste, and Resource Recovery Centre Operations. The fees are set to recover these covers to all rateable properties.

The default waste charge is calculated by dividing the total net cost over all rateable assessments. Some concessions, rebates and charges for non-default bins may apply.

## 2.4 Rate Capping

The Victorian Government introduced rate capping to promote the long-term interest of ratepayers and the community in relation to sustainable outcomes in the delivery of services and critical infrastructure. It aims to ensure that a council has the financial capacity to perform its duties and functions and exercise its powers.

Council is required to adhere to the Local Government Amendment (Fair Go Rates) Act 2015 and prepare a budget on the basis of applying an average rate cap fixed by general order by the Victorian Government Minister of Local Government.

The Victorian Government sets the maximum allowable percentage that Council can increase its average rates per property from one year (base year) to the next (capped year). The cap applies to both general rates and municipal charges. Waste (service) charges are not capped.

The formula for setting the rates cap including Council's Budget 2023/24 for rates is as follows:

Total raised income based on 30 June (prior year)	<b>A</b>	\$127,455,350
No of assessments as at 30 June (prior year)	<b>B</b>	75,847
Base average rates per assessment	<b>C</b> = (A / B)	\$1,680.42
Maximum Rate Increase	<b>D</b>	2.80%

Capped Average Rate	$E$ $= (C \times D)$	\$1,727.47
Maximum General Rates Revenue	$F$ $= (B \times E)$	\$131,023,417

The rates capping set by the Victorian Government have been ranging from 1.5 percent to 3.5 percent for the first nine financial years since introduction in 2016/17. These are much lower than past increases to rates and lower than annual inflation of Council's costs.

The level of required rates and charges has been considered in the context of rate capping, with reference to Council's other sources of income, planned expenditure on services and capital works to be undertaken for the Port Phillip community.

If the rate cap is insufficient for council's needs, council can apply to the Essential Services Commission for a higher cap, up to four years of higher caps at a time. Our long-term financial strategy is not to seek a rates cap variation.

## 2.5 Financial Strategy

The City of Port Phillip's financial strategy provides clear direction on the allocation, management and use of financial resources. It aims to ensure that Council stays financially sustainable while maintaining assets and services, responding to growth, and delivering on our priorities.

We invest approximately \$260 million per annum on community services and upkeep of our \$3.2 billion of community infrastructure. Our revenue sources are finite and there is heavily reliance on rates and charges which accounts for approximately 57% of total revenue.

We closely monitor the affordability of services and recognise ongoing community concerns about the financial impost of rates and the cost of other essential services. In view of this, average rates revenue will increase by the rates cap over the life of the 10-year Financial Plan.

Our 10-year financial plan highlights a funding gap over \$80 million. A significant portion of this deficit is driven by cost escalations above rates cap (as inflation continues to trend above the rates cap).

Our community's expectation for better value service delivery is of primary concern to Council. Delivering efficiency and cost savings is one of the key strategic financial levers we use to balance our budget. We have embedded a 1% of annual efficiency target in the financial plan. This builds on the \$12.6 million of efficiency savings in the last Council and \$5.6 million achieved in the first three budgets of this Council.

Other strategic levels to balance the budget include: appropriate use of borrowings and reserves, careful management and prioritisation of expenditure, and setting fair and appropriate user charges.

### 3. Rating Objectives

The Council seeks to achieve the following objectives from this Rating Strategy: equity, efficiency, simplicity, managing the impacts of the change, and strategic alignment.

#### 3.1 Equitable rating outcomes

Equity is the concept of fairness in the amount that each ratepayer contributes to the total rates burden of the community, in return for the benefit that councils provide. There are several different aspects to rating equity, including the following considerations:

- where appropriate, rates burdens should reflect the benefits ratepayers receive.
- ratepayers with similar property values should be treated similarly.
- ratepayers with a higher 'ability to pay' (based on property values) should contribute relatively more rates.
- ratepayers who are financially disadvantaged should be supported.

#### 3.2 Efficient rating outcomes

The distribution of council rates is economically efficient if it minimises its impact on decisions made within the economy. That is to say, ratepayer's decisions (for example, whether to sub-divide a property) within the City of Port Phillip should not be unduly impacted based on the distribution of rates.

#### 3.3 Rating outcomes that are simple to understand

Wherever possible, the rating practices implemented by councils should be coherent and easily understood by ratepayers and the community. This can often be difficult given the legislative framework council's work within and the fact that equitable and efficient rating outcomes can conflict with simplicity outcomes.

#### 3.4 Rating outcomes that manage the impact of change

The City of Port Phillip is committed to ensure the impact of change is identified, communicated and managed appropriately, including where necessary phasing in changes to reduce its impact.

#### 3.5 Rating outcomes that align with the Council Plan

Considering alignment of rating outcomes with the Council Plan strategic priorities. There may at times be conflict between strategic priorities and with other rating outcomes and careful consideration will be required to ensure appropriate balance.

## 4. Rating Principles

The various elements of the City of Port Phillip's Rating Strategy can be summarised in the following principles.

### Rating Principles

1. We will levy rates consistent with a ratepayer's ability to pay, as measured by the Capital Improved Value of property owned within the municipality.
2. A higher differential rate will be set for commercial and industrial properties compared to residential properties. This reflects an objective to maintain fairness and relative consistency in the distribution of rates between property classes as well as the taxation and higher rental yield benefits generally available to owners of these types of properties.
3. Differential ratings will be set to assist with the development of our City consistent with Council Plan Objectives, therefore higher differential rates will be set for vacant land, derelict land and un-activated retail properties. This reflects the objectives to ensure the timely development, use and activation of all land and property within the municipality.
4. Consistent with our rating objective to manage the impacts of change, any differential rating changes will be gradual taken into consideration the annual general property valuation and demographic changes as part of the budget development process.
5. The Council has chosen not to implement a municipal charge, given the introduction of a fixed waste charge.
6. A waste charges will apply to all rateable assessments to recover the cost of waste services that are direct or provide private benefits (such as kerbside collections; communal food organics and garden organics and glass recycling; hard and green waste collection; and Resource Recovery Centre operations).
7. The setting of waste charges will be tiered recognising some key service differences between kerbside collection and communal services. It will include a mix of concessions, bin sizes, and exemptions to influence community behaviour, and support equitable outcomes.
8. Special rates and charges will be used where a specific benefit or service can be identified for ratepayers and only following consultation with the affected ratepayers.
9. The Council is committed to providing targeted support for the financially disadvantaged in the community through the thoughtful use of:
  - Rates charged to the property
  - Deferred rates payments
  - Interest and rates waivers for extreme financial hardship circumstances
  - Pensioner rebates for rates (including a supplementary City of Port Phillip sponsored rate rebate)
  - A compassionate approach to debt management.

Support for residents who are not property owners will be achieved through a range of social and community support mechanisms.
10. The Council committed to support the provision of affordable housing for "Older Persons" by providing a 50 per cent rates concession for Public Housing Estates located in the City of Port Phillip managed by the Ministry of Housing. This provides Council the first option to nominate low income, disadvantaged, or inappropriately housed residents of the City of Port Phillip when

City of Port Phillip **Rating Strategy 2022-25**

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vacancies become available in these Public Housing Estates.

11. Non-rateable properties will be required to contribute to services provided by the Council through the payment of waste service charges at full cost.
12. Properties provided for under the Cultural and Recreational Lands Act 1963 will be provided support within the governance of Council's Community Funding Policy. This will achieve a better, more transparent and consistent outcome that aligns with Council's strategic directions and policies.
13. The City of Port Phillip Rating Strategy will be reviewed by 30 June following a general council election or more frequently if required.



## 5. Rates based on property valuation

### 5.1 Property valuation methods

There are three valuation methods available for councils to value properties for the purposes of raising rates. These are the site value (SV), net annual value (NAV) or capital improved value (CIV) methods. The City of Port Phillip uses the CIV method for rating purposes from 2022/23 financial year.

The valuation base used for rating purposes does not affect the total level of revenue the Council raises through rates. The total level of rate revenue to be raised by the Council is determined as part of the Council's annual budget setting exercise, guided by the rate capping framework.

The CIV method refers to the total market value of the land plus the improved value of the property including the house, other buildings and landscaping. Under the CIV method, councils can set differential rates. It is general recommended that differential rates should be set at a high broad property class such as residential, commercial and industrial properties. Differential can also be used to achieve council objectives such as incentivize development of derelict land. CIV is the most commonly used rating method in Victoria.

The SV method values only the unimproved market value of the land. It is not used by any Victorian councils.

The NAV method refers to the higher value of:

- the annual rental a property would render, less the landlord's outgoings (such as insurance, land tax and maintenance costs) or
- 5% of the CIV (this is the default calculation for residential properties)

The NAV value is higher for commercial/industrial properties and investment properties, typically equating to 7% to 9% of CIV. The NAV method is commonly used by inner Melbourne metropolitan councils.

### 5.2 Advantages and disadvantages of valuation methods

No property valuation methodology raises more rates than the others. The choice of valuation method relates to the equity (or distribution) of the rates burden impact on the community.

The NAV method uses the value of a property's market rent to determine the share of rates. The minimum the NAV can be for any property is 5% of its CIV. Given that market rent for commercial and industrial properties are generally higher than market rent for residential properties, the NAV method results in a higher relative percentage of the rates burden being met by commercial and industrial properties, based on information from the rental market.

The advantage of the NAV method is that it Recognises the end use of properties and the share of the rates burden is set based on market rentals (for which there are many transactions). The higher market rentals for commercial and industrial properties create an 'in-built' differential for these types of ratepayers.

The CIV method uses the value of recent market sales to determine the value of the share of rates contribution. This includes consideration of the value of land, buildings and landscaping. The CIV method also allows for the use of differential rates, where rates can be set differently for different classes of ratepayers.



The key advantages of the CIV method are:

- The consideration of capital improvements is a better reflection of ratepayer's investment, therefore may be a better reflection of ratepayer's ability to pay rates.
- It is simpler to understand by our community as it reflects the market sale price.
- Can use differential rates to adjust the rates pie distribution so that the impact caused by annual valuation movements/shifts to property classes can be reduced.

While offering councils flexibility in rate setting, differential rates are problematic in so far as they are set arbitrarily by councils and therefore can become difficult to justify. That said, most councils use differential rating.

The SV method is based on the value of the land portion of any property and is therefore influenced by location, view and aspect. The method is a relatively poor reflection of a ratepayer's ability to pay rates, compared to NAV and CIV.

### 5.3 Property valuation method adopted

Based on the relative merits of the respective valuation methods, the City of Port Phillip deems that the CIV with differential rates is the most appropriate valuation method to use as a basis for distribution of rates in the municipality.

#### Rating Principle 1

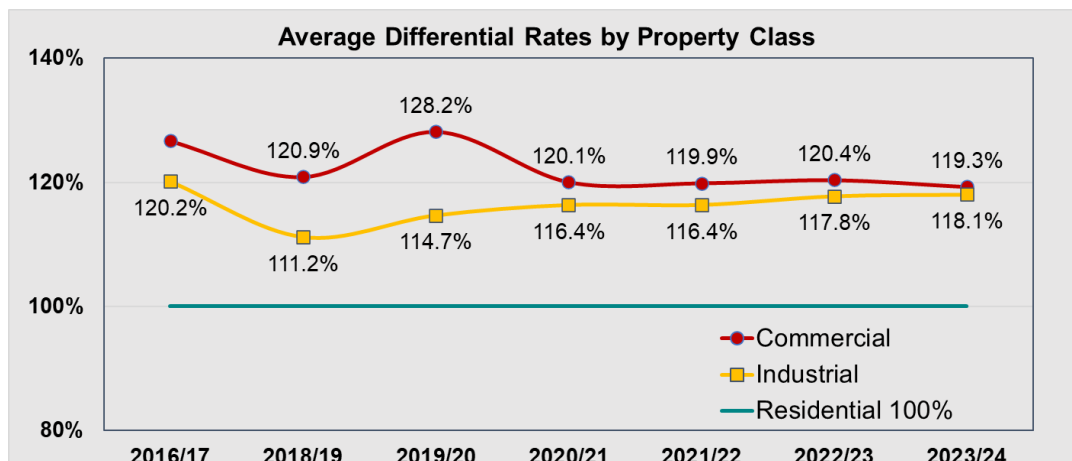
We will levy rates consistent with a ratepayer's ability to pay, as measured by the Capital Improved Value of property owned within the municipality.

### 5.4 Use of differential ratings

Regardless of the property valuation methodologies adopted by Council, the annual general property valuation will often result in varied movements at the property class level (residential, commercial, industrial) and property types within a property class (such as houses, units, flats in the residential class). These shifts could occur in one valuation year or over multiples year.

Differential ratings can address rates shifts caused by the annual property valuation between property class. This is done by increasing or decreasing the differential ratings taking into consideration of the impacts caused by the annual property valuation. Below chart highlights the differential rates over the last 6 property valuations.

## City of Port Phillip Rating Strategy 2022-25



Capacity to pay is one key principle for setting the right levels of differential rating.

One could argue that rates payable on non-residential properties are tax deductible at the minimum of the company tax rate, currently 25% (small or medium businesses). Therefore, non-residential have a 25% better capacity to pay. That being the case, it would be fair that differential rates for non-residential properties be set up to a ceiling of 25% premium on residential properties.

One could also argue that the rental yield for commercial and industrial properties are generally much higher than residential properties. That being the case, commercial and industrial properties should pay higher rates.

Differential rating can be an instrument to assist with the development of our City. This includes higher rates for vacant or derelict land, cultural and recreational land.

### Rating Principle 2

A higher differential rate will be set for commercial and industrial properties compared to residential properties. This reflects an objective to maintain fairness and relative consistency in the distribution of rates between property classes as well as the taxation and higher rental yield benefits generally available to owners of these types of properties.

Differential rating can also be an instrument to assist with the development of our City. This includes disincentivizing land being left vacant, un-used or in a derelict state. The state of these properties has direct and in-direct impacts on our City.

#### The key objectives for charging a higher rate in the dollar for vacant land is to:

- Encourage the timely development and maintenance of land within the municipality.
- Encourage development to ensure maximum availability of housing and infrastructure.
- Disincentivise 'land banking' and encourage development to create a vibrant and liveable city.

To achieve these objectives, differential rates will be set at 3 times (300%) the residential rate in the dollar.

#### The key objectives for charging a higher rate in the dollar for derelict land is to:

- Encouragement of utilisation of buildings within the municipality

City of Port Phillip **Rating Strategy 2022-25**

- Minimisation of the impact of derelict buildings on neighbourhood amenity (e.g., dumped rubbish, anti-social behaviour etc.)
- Disincentivise 'land banking' and encourage development to create a vibrant and liveable city.

To achieve these objectives, differential rates will be set at 4 times (400%) the residential rate in the dollar.

**The key objectives for charging a higher rate in the dollar for un-activated retail buildings is to:**

- Creation of vibrant and activated retail and business precincts.
- Improvement of municipal streetscapes creating a vibrant and liveable city
- Minimisation of retail and business spaces being left vacant and impacting on the activation of retail and business streetscapes.
- Prevention of foregone community and economic development resulting from underutilisation of land.

To achieve these objectives, differential rates will be set at 4 times (400%) the residential rate in the dollar.

### **Rating Principle 3**

Differential ratings will be set to assist with the development of our City consistent with Council Plan Objectives, therefore higher differential rates will be set for vacant land, derelict land and un-activated retail properties. This reflects the objectives to ensure the timely development, use and activation of all land and property within the municipality.

Generally, Council will take a gradual approach to any changes caused by differential rating. However, this excludes changes where ratepayers or property owners have the ability to mitigate the impact of the differential. For example, if a property classed as derelict is adequately maintained or a shop that is vacant is opened for trade or leased to a new business – the property will revert back to the ordinary rate.

### **Rating Principle 4**

Consistent with our rating objective to manage the impacts of change, any major differential rating changes will be gradual, taking into consideration the annual general property valuation and demographic changes as part of the budget development process.

## **5.5 Valuation and supplementary valuation process**

Council undertake independent valuations to the provisions of the *Valuation of Land Act 1960* and administered in accordance with Land Victoria's best practice guidelines. Properties are valued as part of a General Valuation annually. Ratepayers have rights under the *Valuation of Land Act 1960* to object to the valuation of their property.

Valuations are also important because other rating authorities, such as the State Revenue Office (land tax, fire services levy) and water authorities (water and sewage charges), use municipal property valuations for the purpose of levying rates or taxes.

In addition to the General Valuation, all properties that undergo improvement or change are subject to a Supplementary Valuation. Supplementary Valuations are applied to properties between the

City of Port Phillip **Rating Strategy 2022-25**

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Annual General Valuations if they have changed markedly in value as a result of physical changes such as subdivision, building improvements, additions and knockdowns. The circumstances where a Supplementary Valuation may occur are outlined in the Valuation of Land Act 1960.

The City of Port Phillip undertakes its Supplementary Valuations through its contract valuer on a regular basis.

## 6. Other rates and charges

### 6.1 Municipal charge

Councils may elect to recover the costs of providing municipal services through a fixed charge, also referred to 'municipal charge'. This charge is intended to cover fixed administrative and governance costs such as the cost of valuations and administration of the rates system.

This charge recovers a portion of the council rates requirement (which replaces general rates revenue and does not add to it).

The income from the municipal charge may not exceed 20% of the combined income from the municipal charge and from general rates. Municipal charges are levied as a flat or uniform sum per service or property.

The advantage of a municipal charge is that it reflects the fixed costs of councils and it can reduce the impacts caused by the annual general valuation movements/shifts as it is not set linking to property valuation.

The disadvantage is that it has a greater impact on ratepayers that have a lower ability to pay.

The City of Port Phillip does not have a municipal charge as combined with fixed waste charge we believe it would represent too great a rates distribution shift to ratepayers who have a lower ability pay.

#### Rating Principle 5

The City of Port Phillip will not implement a municipal charge, given the introduction of a fixed waste charge.

### 6.2 Waste Charges for Direct/Private Benefit Waste Services

Councils may elect to recover a service charge to fund the collection and disposal of refuse and any other prescribed service (none to date) by the Minister of Local Government. The service rate or service charge may be declared on the basis of any criteria specified by councils in developing the rate or charge.

In many respects, service charges may be considered as another form of rate income and bring with them the same types of issues regarding equity and efficiency. Consistent with the User-pays principle, the City of Port Phillip applies Waste Service charges to recover the cost of direct/ private benefit waste services including the kerbside collections, communal Food Organic Garden Organic and glass recycling, hard waste collection, and Resource Recovery Centre operations.

The advantages of Waste Service Charges are:

- Transparency on the cost of waste services
- Flat (fixed) waste charge are not subject to the annual valuation movements and can flatten out the rates distribution within a property class
- A tiered pricing structure reflects the differences in services received – kerbside and communal.
- It can be used to influence community behaviour with waste charge setting taking into consideration waste bin sizes (80L, 120L, 240L),
- Concessions and rebates can be used to address equitable outcomes in the community (such

as private collection rebates, carparks and storage areas).

- It can fund new waste services such as Food Organic Recycling and waste cost escalation above rates cap such as landfill levy increase set by the Victorian Government as it is not subject to the rates cap.

The disadvantage is that it has a greater impact on ratepayers that have a lower ability to pay.

#### **Rating Principle 6**

A waste charge will apply to all rateable assessments to recover the cost of waste services that are direct or provide private benefits (such as kerbside collections; communal food organics and garden organics and glass recycling; hard and green waste collection; and Resource Recovery Centre operations).

#### **Rating Principle 7**

The setting of waste charges will be tiered recognising some key service differences between kerbside collection and communal services. It will include a mix of concessions, bin sizes, and exemptions to influence community behaviour, and support equitable outcomes.

### **6.3 Special rates and charges**

Councils can declare a special rate or a special charge for the 'performance of a function or the exercise of a power'. As such, the special rate or charge can be used to fund the cost of providing services 'of special benefit' to the people paying the special rate or charge. Special rates and charges can be used to fund the sealing of a previously unsealed road, providing drainage where drainage was not previously provided, building car parks in shopping centres, promotional or security services for strip shopping centres.

The City of Port Phillip consults with the affected segment of the community before instituting special rates and charges. Councils have the power to set the criteria and duration of any special rates or charges (for example, area or properties affected, mode of calculation). Where non-rateable properties lie within the special charge area and they will benefit from the works subject to the special charge, they also contribute to the special charge.

#### **Rating Principle 8**

Special rates and charges will be used where a specific benefit or service can be identified for ratepayers and only following consultation with the affected ratepayers.

## 7. Targeted support for the financially disadvantaged

This section is a summary of our Financial Hardship policy which can be found on our website: <https://www.portphillip.vic.gov.au/council-services/rates-and-valuations/rates-concessions-and-hardship-relief>

### 7.1 Rates charged to the property

Provision exists for the rates to be made 'a charge on the property' and remain so until the property is sold or ownership is transferred. Councils have generally used this power to apply compassionate considerations for elderly people, especially those who might be characterised as 'asset rich but income poor'. For example, a person may have acquired a house during their working life but may have insufficient income for their retirement. Instead of pursuing legal action to recover the unpaid rates, the rates (plus a prescribed rate of interest) can be recouped when the property is sold or transferred.

### 7.2 Deferred payment

Frequently referred to as 'hardship provisions', a council can defer the payment of rates should a ratepayer apply and meet the relevant conditions. This has generally been applied in circumstances of financial hardship and arrangements have been made by the individual ratepayer for the payment of rates over a period of time. The result of the Council allowing a deferral is generally an 'arrangement to pay', that is, an agreed timeframe or schedule for rate payments.

A council can change the arrangement if the ratepayer's circumstances change or if the relevant property is sold.

### 7.3 Waivers

Councils can waive rates and charges or interest where a person suffers financial hardship. The City of Port Phillip waives one-off rates in circumstances of extreme financial hardship upon application for residential properties. Alternatively, all ratepayers are encouraged to enter into a payment or deferral arrangement if appropriate. The City of Port Phillip applies a policy where 50% of the interest can be waived where a pensioner defers payment of rates.

### 7.4 Pensioner rebates

Pensioner rebates are a waiver of the whole or part of any rates, charges or interest obligation for eligible recipients under the State Concessions Act 2004 (which include pensioners and residents of retirement villages). In a process administered by the Victorian Government, a concession on municipal rates is available to assist eligible low income ratepayers afford rates on their place of residence. Where only part of a property is being used as a place of residence, each part of the property is to be rated separately.

In order to support its policy objectives, the City of Port Phillip also provides a supplementary rebate to eligible pensioners in addition to the Victorian Government rebate.

To be eligible for the municipal rate concession, the ratepayer must be the holder of a:

- Pensioner Concession Card issued by Centrelink or Department of Veterans Affairs DVA)
- DVA Gold Card - Totally and Permanently Incapacitated
- DVA Gold Card - War Widow.

Applications for municipal rates concessions are made directly to the City of Port Phillip. Where a rate rebate was recognised the previous year and where the ratepayer remains eligible, no further application is required.

## 7.5 A compassionate approach to debt management

The City of Port Phillip applies a compassionate approach to those ratepayers who cannot readily meet their rates debt. All options available within this rating strategy are proactively explored with ratepayers before debt collection measures are escalated.

### Rating Principle 9

The Council is committed to providing targeted support for the financially disadvantaged in the community through the thoughtful use of:

- Rates charged to the property
- Deferred payments (otherwise referred to as 'hardship provisions')
- Waivers for extreme financial hardship circumstances
- Pensioner rebates (including a supplementary City of Port Phillip sponsored rate rebate)
- A compassionate approach to debt management.

Support for residents who are not property owners will be achieved through a range of social and community support mechanisms.



## 8. Non-rateable properties and other rate reductions

### 8.1 Rebates

Under the LGA, covering rebates and concessions, a council may grant a rebate or concession in four circumstances:

1. to assist the proper development of the municipal district
2. to preserve buildings or places in the municipal district which are of historical or environmental interest
3. to restore or maintain buildings or places of historical, environmental, architectural or scientific importance in the municipal district
4. to assist the proper development of part of the municipal district.
5. Where land is used for a public benefit (e.g. social support services).

In accordance with item four, to assist the proper development of part of the municipal district, Council currently provides a 50 per cent rates concession to the Director of Housing (Victorian Department of Health and Human Services) managed Public Housing Estates located in the City of Port Phillip via a sponsorship agreement for 'Older Persons'. The sponsorship agreement allows Council first option to nominate low income, disadvantaged, or inappropriately housed residents of the City of Port Phillip to new Public Housing Estates vacancies including:

- "Inkerman Heights" Inkerman and Henryville Streets, St Kilda
- "Pinaroo Village" Inkerman Street, St Kilda
- 482 Williamstown Road Port Melbourne
- "Shoreline" Mills and Ashworth Streets, Albert Park
- "Layfield Court" Victoria Avenue, Albert Park.

#### Rating Principle 10

The Council is committed to support the provision of affordable housing for Older Persons by providing a 50 per cent rates concession to Public Housing Estates located in the City of Port Phillip managed by the Director of Housing. This provides Council the first option to nominate low income, disadvantaged, or inappropriately housed residents of the City of Port Phillip when vacancies become available in these Public Housing Estates.

### 8.2 Non-rateable properties

The LGA outlines that all land is rateable by councils except for specified property groups which are non-rateable. Those groups are:

- land being the property of the crown, council or statutory authority that is used exclusively for public or municipal purposes or that is unoccupied
- land held by religious organisations and used for specific purposes
- land held by charitable organisations and used for specific purposes
- land held and used exclusively for RSL type purposes.

The proper classification and administration of non-rateable properties is significant to councils to

ensure that the intent of the legislation is carried out and that the rating burden is spread equitably. Non-rateability applies to a property's actual usage. Effective administration is needed to ensure that circumstances such as these are captured:

- sometimes a non-rateable property sub-lets part of the property for a rateable activity (for example a shop) and this part of the property should be rated
- a property's actual use can change over time even though the ownership remains, for example, in the hands of a charitable organisation.

While non-rateable properties are non-rateable in terms of general rates, the LGA makes specific provision for Councils to impose service charges for waste collection, street construction and special rates and charges.

There are currently approximately 500 non-rateable properties within the municipality, with the City of Port Phillip being the owner or the Committee of Management for approximately half of these.

#### Rating Principle 11

Non-rateable properties will be required to contribute to services provided by the City of Port Phillip through the payment of full waste service charges at full cost.

### 8.3 Cultural and Recreational Properties

The provisions of the *Cultural and Recreational Lands Act 1963* modify the way in which the users of 'recreational lands' are rated. The Cultural and Recreational Lands Act 1963 has two principal criteria:

- the land must be owned by the body providing the service or must be on land rented from the Government or Council (that is, it does not apply to land rented from private landowners)
- it must be for an outdoor recreational or cultural activity.

There are currently 27 cultural or recreational properties in the City of Port Phillip that are rated under the Cultural and Recreational Land Act 1963.

The Cultural and Recreational Land Act 1963 enables councils to levy as rates on recreational lands an amount that it thinks reasonable taking into account the services provided on land and the benefits the community derives from it. Facilities where profits are paid as a dividend to members are specifically excluded from any discount.

Current practice across the Victorian local government sector is to apply a percentage discount from the general rate to reflect the community benefit the land creates. One major issue with this approach is its lack of transparency and inconsistency with the broader funding principles.

Most councils provide community funding to local community groups based on a Community Funding Policy which sets out the funding principles, criteria and performance metrics. This approach enables the comparison of community benefits from all applications for funding allocation decisions. This is a more optimal funding allocation methodology that aligns with Council's strategic directions and policies.

Council will sunset our current approach of applying concessional rates discount on general rates and transition to the Community Subsidies Program within our Community Funding Policy. This will achieve a better, more transparent and consistent outcome that aligns with Council's strategic

directions and policies.

**Rating Principle 12**

Properties provided for under the Cultural and Recreational Lands Act 1963 will be considered support in accordance with Council's Community Subsidies Program. This will achieve a better, more transparent and consistent outcome that aligns with Council's strategic directions and policies.

## 9. Review of rating strategy

The City of Port Phillip actively seeks to retain and enhance the diversity within the municipality. This diversity encompasses socio-economic advantage as well as other characteristic such as home ownership, ethnicity, age and family status (among others).

The Rating Strategy has been developed to support the conditions that allow our communities to experience and enjoy diversity of values, beliefs and aspirations and which provide the financial basis to that our residents have access to effective and appropriate services and resources.

The City of Port Phillip is committed to communicating to ratepayers the way in which rates are set and implemented, the impacts of this rate reviewing the Rating Strategy periodically and to publish and inform the community of its decisions in respect to the Rating Strategy.

### **Rating Principle 13**

The City of Port Phillip Rating Strategy will be reviewed by 30 June following a general council election or more frequently if required.

# MEETING OF THE PORT PHILLIP CITY COUNCIL 20 MARCH 2024



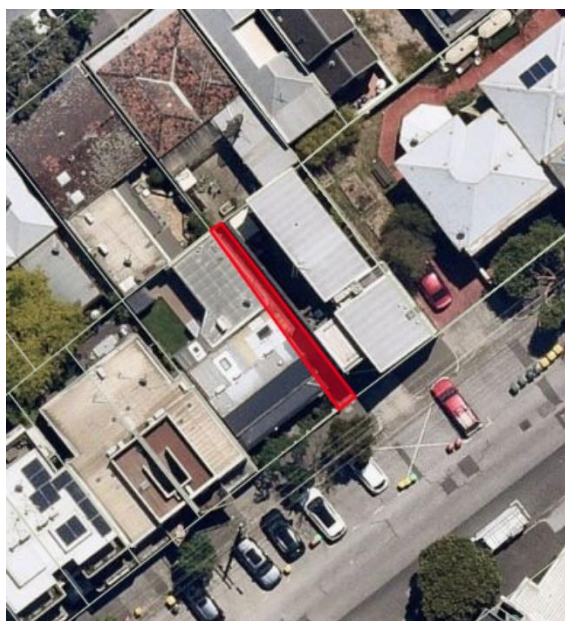
## 13.2 PROPOSED DISCONTINUANCE OF ROAD ADJOINING 197 AND 199 PRINCES STREET, AND 55 STATION STREET, PORT MELBOURNE

**EXECUTIVE MEMBER:** LACHLAN JOHNSON, GENERAL MANAGER, OPERATIONS AND INFRASTRUCTURE

**PREPARED BY:** VICKI TUCHANT, HEAD OF PROPERTY OPERATIONS & FACILITIES  
SIOBHAN BELMORE, MANAGER PROPERTY AND ASSETS

### 1. PURPOSE

- 1.1 To consider whether the road adjoining 197 and 199 Princes Street, and 55 Station Street, Port Melbourne, known as Laneway R2243 shown shaded red on the images below (Road), should be discontinued pursuant to the *Local Government Act 1989* (Act) and retained by Council.



### 2. EXECUTIVE SUMMARY

- 2.1 The Road is approximately 24 square metres in total area and runs alongside 197 and 199 Princes Street, Port Melbourne and adjoins the rear of 55 Station Street, Port Melbourne 3207.
- 2.2 The Road is listed on Council's Register of Public Roads, also known as R2243.
- 2.3 The owners of 197 and 199 Princes Street, and 55 Station Street, Port Melbourne 3207 (Owners) have raised public safety concerns associated with the Road and requested that Council discontinues, retains, and restricts public access to the Road (Proposal).
- 2.4 At its meeting on 6 December 2023, Council resolved to:
- Remove the Road in question from the Register; and

# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



- Commence the statutory procedures and give notice pursuant to sections 207A and 223 of the Act of its intention to discontinue and retain the Road, and enter into an agreement with the adjoining land owners.
- 2.5 On 4 January 2024, Council gave public notice by publication in The Age newspaper and on Council's website.
- 2.6 Council did not receive any submissions in response to the public notice.
- 2.7 Council is now able to consider whether to discontinue and retain the Road.
- 2.8 Officers recommend that Council discontinues and retains the Road. Following which the Manager Property and Assets, acting under delegated authority in accordance with Clause 10(a) of Schedule 10 of the Act, would, under agreement, permit the Owners to erect and maintain a gate to restrict public access.

### 3. RECOMMENDATION

That Council:

Having considered that there were no submissions in response to the public notice regarding Council's proposal to discontinue the road known as Laneway R2243 (Road):

- 3.1 Resolves to discontinue the Road as it considers that the Road is not reasonably required for public use for the following reasons:
- 3.1.1 It is enclosed on the side and rear boundaries by adjoining properties, and only accessible onto Princes Street;
  - 3.1.2 It is only open to the general public for pedestrian access to the rear of the adjoining property at 55 Station Street, Port Melbourne;
  - 3.1.3 It is not open to the general public for vehicular access; and
  - 3.1.4 It does not form part of a thoroughfare for pedestrian or vehicular traffic to any other public road;
- 3.2 Resolves to retain and restrict access to the discontinued Road, entering into a Section 173 Agreement with the adjoining land owners;
- 3.3 Authorises the Chief Executive Officer, or their delegate, to negotiate, approve and enter into such documentation to complete the discontinuance, retention, and restriction of public access of the Road as described;
- 3.4 Directs that any easements, rights or interests required to be created or saved over the Road by any public authority be done so and not be affected by the discontinuance and restriction of public access; and
- 3.5 Directs that a notice pursuant to clause 3 of Schedule 10 of the *Local Government Act 1989* is published in the Victorian Government Gazette.

### 4. KEY POINTS/ISSUES

- 4.1 The Road has an approximate area of 24 square metres and runs alongside 197 and 199 Princes Street, Port Melbourne and adjoins the rear of 55 Station Street, Port Melbourne 3207.
- 4.2 In a joint letter presented to Council at its ordinary meeting on 2 August 2023, the adjoining property Owners raised serious issues regarding public safety in the Road.



# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



The Owners stated they take pride in maintaining and cleaning the Road on a regular basis.

- 4.3 The Owners have requested that Council discontinues and retains the Road, restricting public access to the Road for safety reasons via a gate.
- 4.4 It is considered that the Road is no longer reasonably required for general public use as it:
  - Is enclosed on the side and rear boundaries by adjoining properties, and only accessible onto Princes Street;
  - Is only open to the general public for pedestrian access to the rear of the adjoining property at 55 Station Street, Port Melbourne;
  - Is not open to the general public for vehicular access; and
  - Does not form part of a thoroughfare for pedestrian or vehicular traffic to any other public road.
- 4.5 At its meeting on 6 December 2023, Council resolved to:
  - Remove the Road in question from the Register; and
  - Commence the statutory procedures and give notice pursuant to sections 207A and 223 of the Act of its intention to discontinue and retain the Road, and enter into an agreement with the adjoining land owners.
- 4.6 On 4 January 2024, Council gave public notice by publication in The Age newspaper and on Council's website.
- 4.7 Council did not receive any submissions in response to the public notice.
- 4.8 Council is now able to consider whether to discontinue and retain the Road.
- 4.9 Council has statutory power to consider discontinuing the Road.
- 4.10 If the Road is discontinued, the land will vest in Council free of road status (section 207B of the Act).
- 4.11 The Owners of all properties which directly adjoin the Road have requested that Council discontinues and retains the Road, restricting public access to the Road for safety reasons via a gate.
- 4.12 The Manager Property and Assets has the delegated authority to permit the erection and maintenance of a gate on a Road, in accordance with Clause 10(a) of Schedule 10 of the Act.
- 4.13 Gates on Roads raise numerous issues including adverse possession, road maintenance, liability, and retention of abutting property rights. Such issues can be managed under a Section 173 Agreement under the *Planning and Environment Act 1987*.
- 4.14 In this instance, the erection and maintenance of a gate across the Road for public safety would be subject to:
  - All Owners entering into a legally binding agreement under Section 173 of the *Planning and Environment Act 1987* with Council;

# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



- The agreement being registered on the certificate of title for each Owner's property and capable of being cancelled at the request of Council;
- The Owners paying all of Council's reasonable legal costs and expenses of the agreement including Land Registry registration fees; and
- The Owners indemnifying Council against related claims;

The Council report dated 6 December 2023 foreshadowed that pending a Road discontinuance, the land would vest in Council and officers would negotiate an agreement in respect to how the land would be managed with the adjoining land owners enabling the Owners to restrict access through the installation of a gate or similar structure. To this end, officers recommend Council resolves to retain and restrict access to the discontinued Road, entering into a Section 173 Agreement with the adjoining land owners, to be negotiated following a decision of Council. The agreement must contain conditions to the satisfaction of Council's Manager Property and Assets to manage matters including:

- Payment for the initial supply and installation of the gate;
- The provision of keys to neighbouring property owners and occupiers;
- Maintenance of the Road and gate;
- The provision of public liability insurance;
- Use of the Road;
- No rentals being required for the enclosed portion of Road;
- Relevant planning permissions being obtained for any works;
- The written consent of Council's Municipal Building Surveyor; and
- The requirements of the emergency service providers and the statutory service authorities.

### 5. CONSULTATION AND STAKEHOLDERS

- 5.1 Council has notified the community of the Proposal through a public notice in The Age newspaper on 4 January 2024, and on Council's website inviting submissions in accordance with section 223 of the Act.
- 5.2 The deadline for submissions was on 2 February 2024.
- 5.3 No submissions were received by Council in response to the public notice.

### 6. LEGAL AND RISK IMPLICATIONS

- 6.1 Under Clause 3 of Schedule 10 of the Act, a council has the power to discontinue roads located within its municipality and sell the land from that road or retain the land for itself. Council must first give notices in accordance with sections 207A and 223 of that Act.
- 6.2 Under Clause 10(a) of Schedule 10 of the Act, a council may permit the erection and maintenance of a gate on a Road. At Port Phillip, the Manager Property and Assets has the delegated authority to act in accordance with this clause.
- 6.3 Under section 173 of the *Planning and Environment Act 1987*, a council has the power to enter into a Section 173 Agreement. This agreement is a legal contract made



# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



between Council and another party such as a land owner. A Section 173 Agreement may be used, for example, to provide for the provision of infrastructure such as a gate.

- 6.4 Council has a Road Discontinuance and Sale of Roads Policy that enables roads that are no longer required for public access to be discontinued.

### **7. FINANCIAL IMPACT**

- 7.1 The Owners would be required to maintain the Road and gate.
- 7.2 The Owners would be required to pay all of Council's reasonable legal costs and expenses of the agreement including Land Registry registration fees.

### **8. ENVIRONMENTAL IMPACT**

- 8.1 The Proposal has no detrimental environmental implications.

### **9. COMMUNITY IMPACT**

- 9.1 Council will facilitate the discontinuance of roads where appropriate consultation has occurred, legislative requirements have been met and it is considered that road discontinuance is in the best interest of the wider community.

### **10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY**

- 10.1 The proposal aligns with the Strategic Direction 5 – Well Governed in the Council Plan 2021-2031: A City that is a leading local government authority, where our community and our organisation are in a better place as a result of our collective efforts.

### **11. IMPLEMENTATION STRATEGY**

#### **11.1 TIMELINE**

- If the Proposal is approved:
  - a notice will be published in the Victorian Government Gazette to formally discontinue the Road; and
  - a Section 173 Agreement will be negotiated with Owners and prepared by Council's solicitors.

#### **11.2 COMMUNICATION**

- The public notification process has provided the community with the opportunity to make submissions in respect of the Proposal. Having considered that no submissions were received, Council may now determine whether to discontinue the Road.
- The Owners will be advised of the final Council decision and the reasons for it within five (5) days of the Council meeting.

### **12. OFFICER MATERIAL OR GENERAL INTEREST**

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

### **ATTACHMENTS**

**Nil**

# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



### 13.3 APPOINTMENT OF AUTHORISED OFFICERS PURSUANT TO THE PLANNING AND ENVIRONMENT ACT 1987

**EXECUTIVE MEMBER:** JOANNE MCNEILL, EXECUTIVE MANAGER, GOVERNANCE AND ORGANISATIONAL PERFORMANCE

**PREPARED BY:** KATRINA COLLINS, SENIOR GOVERNANCE ADVISOR  
XAVIER SMERDON, HEAD OF GOVERNANCE

#### 1. PURPOSE

- 1.1 To approve the new appointments as an Authorised Officer pursuant to the *Planning and Environment Act 1987*.

#### 2. EXECUTIVE SUMMARY

- 2.1 The appointment of an Authorised Officer is currently enabled through existing provisions within the *Local Government Act 1989* that have not yet been repealed.
- 2.2 In accordance with section 224 of the *Local Government Act 1989* a Council may appoint Authorised Officers for the purposes of the administration and enforcement of any Act, Regulations or Local Laws which relate to the functions and powers of the Council.
- 2.3 In most cases, Authorised Officers are appointed by the Chief Executive Officer through the power of delegation conferred through the S5 Instrument of Delegation, however the *Planning and Environment Act 1987* specifically requires that Authorised Officers under that Act be appointed by resolution of the Council and sealed.
- 2.4 This report recommends the new appointments pursuant to the *Planning and Environment Act 1987* be approved.

#### 3. RECOMMENDATION

That Council:

- 3.1 Approves the Instruments of Appointment and Authorisation at **Attachment 1 Attachment 2 and Attachment 3**.
- 3.2 Affixes the common seal of Council to the Instrument of Appointments.

#### 4. KEY POINTS/ISSUES

- 4.1 Authorisations are reviewed regularly and are updated due to:
  - a) appointment of new staff;
  - b) changes in the names of Acts;
  - c) the introduction, amendment or revocation of legislation;
  - d) changes in position titles; and
  - e) changes in roles.
- 4.2 It is recommended that the new authorisations pursuant to the *Planning and Environment Act 1987* be approved.



**5. CONSULTATION AND STAKEHOLDERS**

5.1 Relevant staff have been consulted in relation to the proposed appointments.

**6. LEGAL AND RISK IMPLICATIONS**

6.1 It is essential that relevant staff have the proper authorisations to enable them to undertake their responsibilities under the applicable legislation. The Instrument of Authorisation template is based on the latest version supplied by Council's solicitors.

**7. FINANCIAL IMPACT**

7.1 There are no financial implications as a direct result of this report.

**8. ENVIRONMENTAL IMPACT**

8.1 There are no environmental implications as a direct result of this report.

**9. COMMUNITY IMPACT**

9.1 There are no community impact implications as a direct result of this report.

**10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY**

10.1 The proposed appointments and authorisation are consistent with the Council Plan. The report aligns with the outcomes of strategic direction 5 – *Well Governed Port Phillip*, by ensuring Council meets its statutory obligations.

**11. IMPLEMENTATION STRATEGY**

**11.1 TIMELINE**

11.1.1 The appointments as an Authorised Officer pursuant to the *Planning and Environment Act 1987* will be effective immediately following approval by Council.

**11.2 COMMUNICATION**

11.2.1 Pursuant to section 224(1A) of the *Local Government Act 1989* Council must *maintain* a register that shows the names of all people appointed to be authorised officers.

11.2.2 Additionally, sections 224(2) and (4) require authorised officers to be issued with an *identity* card which must be produced upon being requested to do so.

**12. OFFICER MATERIAL OR GENERAL INTEREST**

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

**ATTACHMENTS**

1. S11A Instrument of Appointment - P&E Act - Paul Wood  [Download](#)
2. S11A Instrument of Appointment - P&E Act - Connor Buckley  [Download](#)
3. S11A Instrument of Appointment - P&E Act - Nellie Montague  [Download](#)

*S11A Instrument of Appointment and Authorisation (Planning and  
Environment Act 1987)*

**Port Phillip City Council**

**Instrument of Appointment and Authorisation  
(*Planning and Environment Act 1987* only)**

## Instrument of Appointment and Authorisation (Planning and Environment Act 1987)

In this instrument "**officer**" means -

- a) Paul Wood

By this instrument of appointment and authorisation **Port Phillip City Council** -

1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under section 313 of the *Local Government Act 2020* authorises the officer either generally or in a particular case to institute proceedings for offences against the Acts and regulations described in this instrument.

It is declared that this Instrument comes into force immediately upon its execution; and

- remains in force until varied or revoked; or
- until the officer ceases to be employed by Council.

This instrument is authorised by a resolution of the Port Phillip City Council on **20 March 2024**.

**THE COMMON SEAL OF THE  
PORT PHILLIP CITY COUNCIL**  
was hereunto affixed in the presence of:

Mayor

Chief Executive Officer

Date: 20 March 2024

*S11A Instrument of Appointment and Authorisation (Planning and  
Environment Act 1987)*

**Port Phillip City Council**

**Instrument of Appointment and Authorisation  
(*Planning and Environment Act 1987* only)**

## Instrument of Appointment and Authorisation (Planning and Environment Act 1987)

In this instrument "**officer**" means -

a) **Connor Buckley**

By this instrument of appointment and authorisation **Port Phillip City Council** -

1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under section 313 of the *Local Government Act 2020* authorises the officer either generally or in a particular case to institute proceedings for offences against the Acts and regulations described in this instrument.

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PORT PHILLIP CITY COUNCIL**  
was hereunto affixed in the presence of:

Mayor

Chief Executive Officer

Date: 20 March 2024



*S11A Instrument of Appointment and Authorisation (Planning and  
Environment Act 1987)*

**Port Phillip City Council**

**Instrument of Appointment and Authorisation  
(*Planning and Environment Act 1987* only)**

**Instrument of Appointment and Authorisation  
(Planning and Environment Act 1987)**

In this instrument "**officer**" means -

a) **Nellie Montague**  
By this instrument of appointment and authorisation **Port Phillip City Council** -

1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under section 313 of the *Local Government Act 2020* authorises the officer either generally or in a particular case to institute proceedings for offences against the Acts and regulations described in this instrument.

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- remains in force until varied or revoked; or
- until the officer ceases to be employed by Council.

This instrument is authorised by a resolution of the Port Phillip City Council on **20 March 2024**.

<b>THE COMMON SEAL OF THE</b>	)
<b>PORT PHILLIP CITY COUNCIL</b>	)
was hereunto affixed in the presence of:	)
	)
	)
_____	)
Mayor	)
	)
	)
_____	)
Chief Executive Officer	)

Date: **20 March 2024**

# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 20 MARCH 2024



13.4

### RECORDS OF INFORMAL MEETINGS OF COUNCIL

**EXECUTIVE MEMBER:** JOANNE MCNEILL, EXECUTIVE MANAGER, GOVERNANCE AND ORGANISATIONAL PERFORMANCE

**PREPARED BY:** EMILY WILLIAMS, COUNCIL BUSINESS ADVISOR

#### 1. PURPOSE

- 1.1 To report to Council the written records of Informal Meetings of Councillors at the City of Port Phillip as required by the Governance Rules.

#### 2. RECOMMENDATION

That Council

- 2.1 Receives and notes the written records of Informal Meetings of Council (attached) as required by the Governance Rules.

#### 3. KEY POINTS/ISSUES

- 3.1 An Informal meeting of Council record is required by the City of Port Phillip Governance Rules if there is a meeting of Council that, is scheduled or planned for the purpose of discussing the business of Council or briefing Councillors; is attended by at least one member of Council staff; and is not a Council meeting, Delegated Committee meeting or Community Asset Committee meeting.

#### 4. OFFICER MATERIAL OR GENERAL INTEREST

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

**ATTACHMENTS** 1. Completed Informal Meetings of Council forms recieved as at March 2024. 

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Councillor & ELT Time					
<b>Date and Time:</b>	Date: 7/02/2024				Time: 1pm	
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input type="checkbox"/>	Virtual <input type="checkbox"/>
	Cr Bond	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Nyaguy	<input type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input checked="" type="checkbox"/> Allison Kenwood <input checked="" type="checkbox"/> Claire Stevens <input checked="" type="checkbox"/> Lachlan Johnson <input checked="" type="checkbox"/> Joanne McNeill Other Staff: Tarnya McKenzie					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>• Citywide</li> <li>• Nude swim</li> <li>• Road discontinuance</li> <li>• International Womens Day</li> <li>• Reserve activation</li> <li>• Staffing update</li> <li>• Grand prix update</li> <li>• Property matter</li> <li>• Sobering up centre</li> <li>• Social housing redevelopment</li> <li>• Local government sector update</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>	
Nil	N/A				N/A	

Name of Officer submitting form: Joanne McNeill

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Fair Access in Sport Policy and Action Plan Update					
<b>Date and Time:</b>	Date: 7/02/2024			Time: 5.30pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input type="checkbox"/>	Virtual <input checked="" type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input type="checkbox"/> Chris Carroll <input type="checkbox"/> Brian Tee <input checked="" type="checkbox"/> Allison Kenwood <input type="checkbox"/> Joanne McNeill <input type="checkbox"/> Lachlan Johnson Other Staff: Dana Pritchard, Susan Cannell, Alexis Carydis, Tarnya McKenzie					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>• Report provided outlining the preparation, engagement and draft Fair Access in Sport Policy and Action Plan</li> <li>• Councillor feedback on the draft Policy and Action plan</li> <li>• Confirmation that officers would progress to engage with community on the draft Policy and Action Plan</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>	
Nil	N/A				N/A	

**Name of Officer submitting form:** Dana Pritchard, Manager Open Space Recreation and Community Resilience

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Aged Care Reforms					
<b>Date and Time:</b>	Date: 14/02/2024			Time: 17:00		
<b>Meeting conducted via:</b>	In Person					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input type="checkbox"/>	Virtual <input checked="" type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input type="checkbox"/> Brian Tee <input checked="" type="checkbox"/> Allison Kenwood <input type="checkbox"/> Claire Stevens <input type="checkbox"/> Lachlan Johnson <input type="checkbox"/> Joanne McNeill Other Staff: Bridget Monro-Hobbs, Tarnya McKenzie, Rohan Bond					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>Aged Care Reforms update.</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>	
Nil	Nil				Nil	

Name of Officer submitting form: Rohan Bond

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Our Coastal Future					
<b>Date and Time:</b>	Date: 14/02/2024			Time: 6:00-6.20pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input type="checkbox"/>	Virtual <input checked="" type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input type="checkbox"/> Brian Tee <input checked="" type="checkbox"/> Tarnya McKenzie <input type="checkbox"/> Claire Stevens <input type="checkbox"/> Lachlan Johnson <input type="checkbox"/> Joanne McNeill Other Staff: Dana Pritchard, David Hehir, Eliza Arias					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>Briefing of Councillors on 'Our Coastal Future' seeking feedback on the project scope and engagement framework.</li> <li>Under the Banner of 'Our Coastal Future' Council will develop a new Foreshore Management Plan (FMP, foreshore crown land only, for next 10 years use, maintain, manage, upgrade) and Coastal Adaptation Plan (CAP, all private and crown land, for long term approach to increasing coastal hazards, vulnerabilities and risks).</li> <li>Both plans will require Council formal adoption and State Government endorsement.</li> <li>There are new requirements under the finalised DEECA guidelines which build on successful guidelines from interstate and overseas, along with Vic Councils input.</li> <li>The value of FMP/CAP to match and resolve community expectations, inform strategic delivery of capital projects, asset renewals and basis for any advocacy to State and Federal Government for adaptation investment for the municipalities future.</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>	
Nil	N/A				N/A	

Name of Officer submitting form: David Hehir

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Local Government Reform Analysis					
<b>Date and Time:</b>	Date: 14/02/2024			Time: 7:00pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input type="checkbox"/>	Virtual <input checked="" type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input type="checkbox"/> Brian Tee <input type="checkbox"/> Allison Kenwood <input type="checkbox"/> Claire Stevens <input type="checkbox"/> Lachlan Johnson <input checked="" type="checkbox"/> Joanne McNeill Other Staff: Xavier Smerdon					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>Proposed Local Government reforms</li> <li>Council's submission in response to the proposed reforms</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>	
Nil	Nil				Nil	

Name of Officer submitting form: Xavier Smerdon



Informal Meeting of Councillors						
<b>Name of meeting:</b>	Cowderoy Street Right Turn Restriction Trial					
<b>Date and Time:</b>	Date: 14/02/2024			Time: 8pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input type="checkbox"/>	Virtual <input checked="" type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input type="checkbox"/> Allison Kenwood <input type="checkbox"/> Joanne McNeill <input type="checkbox"/> Lachlan Johnson Other Staff: Fiona van der Hoeven, Thomas Mason, Noshin Tasnim					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>Cowderoy Street No Right Turn Restriction Trial paper</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>	
Councilor Nyaguy	Cowderoy Street right turn restriction				Yes	

Name of Officer submitting form: Thomas Mason- Coordinator Transport Safety

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Draft Housing Strategy and Phase 3 community consultation					
<b>Date and Time:</b>	Date: 14/02/2024			Time: 8:20pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input type="checkbox"/>	Virtual <input checked="" type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input type="checkbox"/> Allison Kenwood <input type="checkbox"/> Claire Stevens <input type="checkbox"/> Lachlan Johnson <input type="checkbox"/> Joanne McNeill Other Staff: Fiona van der Hoeven; Lingna Zhang					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>10% affordable housing target</li> <li>Location for housing growth</li> <li>Potential cost associated with lifting Environmental Sustainable Design (ESD) requirements</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>	
Nil	N/A				N/A	

Name of Officer submitting form: Lingna Zhang

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Spatial Economic and Employment Framework (SEEF) Council Briefing					
<b>Date and Time:</b>	Date: 14/02/2024			Time: 8:40pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>		In person	Virtual		In person	Virtual
	Cr Baxter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Martin	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input type="checkbox"/> Allison Kenwood <input type="checkbox"/> Claire Stevens <input type="checkbox"/> Lachlan Johnson <input type="checkbox"/> Joanne McNeill Other Staff: Fiona van der Hoeven, Alayna Chapman, Murray Herron, Lingna Zhang, Sebastian Toohey					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>inform Councillors of the outcomes of the final phase of community engagement on the draft City of Port Phillip Spatial Economic and Employment Framework (SEEF) and the associated technical report titled, City of Port Phillip Spatial Economic and Employment Framework City of Port Phillip (technical report)</li> <li>seek Councillor feedback on the draft final SEEF and technical report in preparation for Council's scheduled consideration and potential adoption of the final versions in March 2024.</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>			<b>Left the Meeting?</b>		
Nil	N/A			N/A		

Name of Officer submitting form: Alayna Chapman

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Advocacy Strategy					
<b>Date and Time:</b>	Date: 14/02/2024			Time: 9.30pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input type="checkbox"/>	Virtual <input checked="" type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input type="checkbox"/> Tarnya McKenzie <input type="checkbox"/> Claire Stevens <input type="checkbox"/> Lachlan Johnson <input type="checkbox"/> Joanne McNeill Other Staff:					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>The proposed City of Port Phillip Advocacy Plan 2024-27, including Advocacy Framework and supporting internal documents</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>			<b>Left the Meeting?</b>		
Nil	N/A			N/A		

**Name of Officer submitting form:** James Gullan, Head of Advocacy, Economic Development and Partnerships

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Statutory Planning Ward Councillor Briefing					
<b>Date and Time:</b>	Date: 20/02/2024			Time: 5:30-6:00		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input type="checkbox"/>	Virtual <input type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input type="checkbox"/>	Cr Pearl	<input type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input type="checkbox"/> Chris Carroll <input type="checkbox"/> Brian Tee <input type="checkbox"/> Allison Kenwood <input type="checkbox"/> Joanne McNeill <input type="checkbox"/> Lachlan Johnson Other Staff: Larry Parsons, Manager City Development					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>Application 9 Blessington Street, St Kilda</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>	
None	N/A				N/A	

Name of Officer submitting form: Larry Parsons

Informal Meeting of Councillors												
<b>Name of meeting:</b>	Councillor & ELT Time											
<b>Date and Time:</b>	Date: 21/02/2024				Time: 1pm							
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)											
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>						
	Cr Bond	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Nyaguy	<input type="checkbox"/>	<input checked="" type="checkbox"/>						
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>									
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<table border="0"> <tr> <td><input checked="" type="checkbox"/> Chris Carroll</td> <td><input checked="" type="checkbox"/> Brian Tee</td> </tr> <tr> <td><input checked="" type="checkbox"/> Tarnya McKenzie</td> <td><input checked="" type="checkbox"/> Claire Stevens</td> </tr> <tr> <td><input checked="" type="checkbox"/> Lachlan Johnson</td> <td><input checked="" type="checkbox"/> Joanne McNeill</td> </tr> </table> <p>Other Staff:</p>						<input checked="" type="checkbox"/> Chris Carroll	<input checked="" type="checkbox"/> Brian Tee	<input checked="" type="checkbox"/> Tarnya McKenzie	<input checked="" type="checkbox"/> Claire Stevens	<input checked="" type="checkbox"/> Lachlan Johnson	<input checked="" type="checkbox"/> Joanne McNeill
<input checked="" type="checkbox"/> Chris Carroll	<input checked="" type="checkbox"/> Brian Tee											
<input checked="" type="checkbox"/> Tarnya McKenzie	<input checked="" type="checkbox"/> Claire Stevens											
<input checked="" type="checkbox"/> Lachlan Johnson	<input checked="" type="checkbox"/> Joanne McNeill											
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>• Vineyard update</li> <li>• Approach to small foreshore leases/licences</li> <li>• Aged care update.</li> <li>• Royal Melbourne Yacht Club VCAT decision</li> <li>• Wellington Street update</li> <li>• St Kilda Festival update</li> </ul>											
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff												
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>							
Nil	N/A				N/A							

Name of Officer submitting form: Joanne McNeill

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Fishermans Bend Development Contributions Plan (DCP) and Montague Precinct Implementation Plan (MPIP) – Provisional Submission to the State Government					
<b>Date and Time:</b>	Date: 21/02/2024			Time: 5pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>		In person	Virtual		In person	Virtual
	Cr Baxter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Martin	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input type="checkbox"/> Allison Kenwood <input type="checkbox"/> Joanne McNeill <input type="checkbox"/> Lachlan Johnson Other Staff: <ul style="list-style-type: none"> <li>Fiona van der Hoeven, Dana Pritchard, Gareth Nevin, George Kompos, Lisa Riddle, Claire Ulcoq, Joshua Crawshaw.</li> </ul>					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>Fishermans Bend DCP Submission Summary</li> <li>Montague Precinct Implementation Plan Submission Summary</li> <li>Fishermans Bend Partnership Agreement Update</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>			<b>Left the Meeting?</b>		
Nil	N/A			N/A		

Name of Officer submitting form: Gareth Nevin – Senior Program Manager Fishermans Bend

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Escooter Trial Update					
<b>Date and Time:</b>	Date: 21/02/2024			Time: 5.30pm		
<b>Meeting conducted via:</b>	In Person					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input type="checkbox"/> Tarnya McKenzie <input type="checkbox"/> Claire Stevens <input type="checkbox"/> Lachlan Johnson <input type="checkbox"/> Joanne McNeill Other Staff: Karen Roache, Fiona van der Hoeven					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>Royal Melbourne Hospital Injury Data</li> <li>Interim agreements with existing operators between trial end and procurement</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>			<b>Left the Meeting?</b>		
Nil	N/A			N/A		

Name of Officer submitting form: Karen Roache, Co-ordinator Strategic Transport



Informal Meeting of Councillors						
<b>Name of meeting:</b>	Councillor & ELT Time					
<b>Date and Time:</b>	Date: 28/02/2024			Time: 1pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>
	Cr Bond	<input type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input type="checkbox"/>	Cr Pearl	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input checked="" type="checkbox"/> Tarnya McKenzie <input checked="" type="checkbox"/> Claire Stevens <input checked="" type="checkbox"/> Lachlan Johnson <input checked="" type="checkbox"/> Joanne McNeill Other Staff:					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>• West Beach pavilion update</li> <li>• MAV motions</li> <li>• Barak Beacon</li> <li>• Vineyard update</li> <li>• Community Safety Forum update</li> <li>• Waste Review update</li> <li>• Confidential contract update</li> <li>• Mural at 8 Palmerston crescent</li> <li>• Committee terms of reference</li> <li>• Event update</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>			<b>Left the Meeting?</b>		
Nil	N/A			N/A		

Name of Officer submitting form: Joanne McNeill

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Planning Committee Briefing					
<b>Date and Time:</b>	Date: 28/02/2024			Time: 5:45 – 6:15pm		
<b>Meeting conducted via:</b>	In Person					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input type="checkbox"/> Tarnya McKenzie <input type="checkbox"/> Claire Stevens <input type="checkbox"/> Lachlan Johnson <input type="checkbox"/> Joanne McNeill Other Staff: Larry Parsons, Patricia Stewart, Brad Foletta					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>Amended Planning Permit 80 Cecil Street, South Melbourne</li> <li>Response to Homes Victoria re Barak Beacon Housing Project</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>	
Nil	N/A				N/A	

**Name of Officer submitting form:** Larry Parsons, Manager City Development

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Budget Workshop 1					
<b>Date and Time:</b>	Date: 28/02/2024			Time: 7pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input checked="" type="checkbox"/> Tarnya McKenzie <input type="checkbox"/> Claire Stevens <input checked="" type="checkbox"/> Lachlan Johnson <input checked="" type="checkbox"/> Joanne McNeill Other Staff: Peter Liu / Spyros Karamesinis					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>Budget Workshop 1 – Councillor Workshop</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>	
Nil	N/A				N/A	

Name of Officer submitting form: Peter Liu

Informal Meeting of Councillors						
<b>Name of meeting:</b>	DTP Update on Tram substation and Driver facilities.					
<b>Date and Time:</b>	Date: 1/03/2024			Time: 5pm – 530pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person	Virtual	Cr Martin	In person	Virtual
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input type="checkbox"/> Tarnya McKenzie <input type="checkbox"/> Claire Stevens <input type="checkbox"/> Lachlan Johnson <input type="checkbox"/> Joanne McNeill Other Staff in person: Fiona Van der Hoeven, Craig Mclean, Mai Luu External DTP staff in person: David Teague and Denis Margetic					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>• Substations at – St Kilda Junction, Albert Park and Port Melbourne</li> <li>• South Melbourne Market access upgrades</li> <li>• St Kilda Rd track renewal works</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>			<b>Left the Meeting?</b>		
Nil	n/a			n/a		

Name of Officer submitting form: Mai Luu

Informal Meeting of Councillors						
<b>Name of meeting:</b>	Inkerman Engagement					
<b>Date and Time:</b>	Date: 29/02/2024			Time: 5:30pm		
<b>Meeting conducted via:</b>	Hybrid (MS Teams/In Person)					
<b>Councillors present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Councillors present</i>	Cr Baxter	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>	Cr Martin	In person <input checked="" type="checkbox"/>	Virtual <input type="checkbox"/>
	Cr Bond	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Nyaguy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Cr Clark	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cr Pearl	<input type="checkbox"/>	<input type="checkbox"/>
	Cr Crawford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cr Sirakoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Cr Cunsolo	<input type="checkbox"/>	<input type="checkbox"/>			
<b>Staff present:</b>  <i>Please mark <input checked="" type="checkbox"/> the Staff present</i>	<input checked="" type="checkbox"/> Chris Carroll <input checked="" type="checkbox"/> Brian Tee <input type="checkbox"/> Allison Kenwood <input type="checkbox"/> Claire Stevens <input type="checkbox"/> Lachlan Johnson <input type="checkbox"/> Joanne McNeill Other Staff: David MacNish,					
<b>Matters considered:</b>	<ul style="list-style-type: none"> <li>Findings from engagement on the Inkerman safety improvement project</li> </ul>					
<b>Conflict of Interest Disclosures</b> A <a href="#">Conflict of Interest Disclosure form</a> MUST be completed by members of Council staff						
<b>Name</b>	<b>Subject / Matter</b>				<b>Left the Meeting?</b>	
Nil	N/A				N/A	

Name of Officer submitting form: David MacNish

# MEETING OF THE PORT PHILLIP CITY COUNCIL 20 MARCH 2024



## 14. NOTICES OF MOTION

14.1	<i>Notice of Motion Councillor Rhonda Clark – Rates Freeze.....</i>	475
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## 14.1 Notice of Motion Councillor Rhonda Clark – Rates Freeze

**I, Councillor Rhonda Clark, give notice that I intend to move the Motion outlined below at the Ordinary Meeting of Council on 20 March 2024:**

That Council:

1. Directs the CEO to prepare the 2024/25 budget with reduced spending by 1.6 percent across service areas to achieve a \$3.6 million efficiency in spending, to ensure there is no increase in rates next financial year, without compromising the quality or availability of services.
2. Notes the \$3.6 million in reduced spending is on top of the \$1.8 million in efficiency savings already incorporated in Council's 10 Year Financial Outlook 2023-2024.
3. Acknowledges that the CEO and his officers are best placed to identify efficiencies and provide Councillors with the reductions.

### Supporting Information

Council acknowledges that residents are impacted by significant cost of living pressures and seeks to provide much needed relief to Port Phillip residents and business owners, including renters whose rents are rising in part to absorb rates.

No increase in rates will help with the cost-of-living crisis at a time everyone is impacted by cost-of-living pressure, inflation and thirteen interest rate rises.

Council will offset the State Government rates cap rate rise of 2.75% with a 2.75% efficiency dividend to deliver an effective freeze rates and charges revenues for the 2024-25 Budget.

Rates revenue of \$131,400,000 in 2023-24 will be maintained in the 2024-25 Budget, representing a 2.75 percent reduction or \$3,613,170 of rates in 2024-25. The amount equates to a reduction in spending of 1.6 percent on total recurrent expenditure (excluding depreciation and disposal of assets) of \$223,100,000 in the current year ie 2023-24. Council will receive additional rates revenue from new properties which are not subject to the rates cap.

Furthermore, council will receive millions of additional revenue from the introduction of the container deposit scheme.



## 15. REPORTS BY COUNCILLOR DELEGATES

## 16. URGENT BUSINESS

## 17. CONFIDENTIAL MATTERS

17.1 *Independent Waste Review*..... 475

### RECOMMENDATION

That Council resolves to move into confidential to deal with the following matters pursuant to section 66(2) of the *Local Government Act 2020*:

#### 17.1 Independent Waste Review

- 3(1)(a) *Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released;*
- 3(1)(e) *legal privileged information, being information to which legal professional privilege or client legal privilege applies;*
- 3(1)(g)(ii) *private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage*

#### **Reason:**

*This report will consider commercially and legally sensitive information that could impact Council's ability to manage an ongoing contract. Council will consider what information is to be released publicly at the 20 March 2024 Council Meeting.*