



## 7.1 Petition Response - Loss of Car Parking in Park Street

A Petition containing 12 signatures, was received from residents of Park Street, and presented to a Council Meeting on 2 March 2022

### The Petition states the following:-

*We are petitioning against the loss of 13 car parking spaces on Park Street (between Kings Way and Eastern Road) as part of the **Park Street Bike Link Proposal**. We also object to the proposed bike lane positioning between Kings Way and Eastern Road, which unlike the nearby residential areas of Moray Street, is being positioned on the inside of parked cars. This positioning presents a major hazard to residents accessing their parked cars.*

### OFFICER COMMENT

#### Background

At the Ordinary Council Meeting of 18 September 2018, Council endorsed the Domain Precinct Public Realm Masterplan. The Masterplan identified key projects throughout the precinct including the Park Street Streetscape Improvement Project. The indicative concept design for Park Street showed an on-road bike lane for the section between Kings Way and Moray Street.

Through the masterplan community engagement process, Council received feedback relating to concerns that the on-road bike lane (not separated) did not align with best practice or safety objectives identified within Council's endorsed *Move Connect Live Strategy*. In response to community concerns, Council's endorsement of the Masterplan specifically required officers to investigate the installation of a protected bike lane on Park Street between Kings Way and Moray Street.

At the Ordinary Council Meeting on 1 September 2021, Council endorsed a number of routes for consideration into the Department of Transport's (DoT) Pop-up Bike Lane program, including the temporary protected bike lane between Moray Street and Kings Way. DoT have since confirmed this route for inclusion with an external funding grant estimated at \$170k and construction scheduled between May-June 2022.

As part of the development of the design, an independent Road Safety Audit (RSA) and Safe Systems Assessment (SSA) were commissioned. The purpose of conducting the RSA is to identify any risks associated with the designs, and it specially looks at safety outcomes for all road users (including pedestrians, bike riders, vehicles etc). The SSA compared the existing conditions with the proposed design and demonstrated a substantive overall safety improvement.

On 2 March 2022, Council considered community engagement results of the Park Street Streetscape Improvement Project and endorsed to proceed to detailed design and construction of the project. This petition was tabled at the 2 March 2022 Council meeting, allowing Councillors the opportunity to consider it as they considered the report recommendations. This report provides a formal response to the petition in line with Council's governance processes as outlined below;



### **Parking Impacts**

The design between Kings Way and Moray Street requires the removal of 12 parking spaces, this includes two (2) redundant childcare Permit Zone parking spaces on the south side near Kings Way (childcare is not currently active, and these permit types are no longer available through the Parking Management Policy 2021).

To address this impact on the community, Council have adjusted the design to:

- replace the four (4) Taxi Zone parking bays that are currently unavailable for public use, with short term public parking spaces that can be used for long term parking by residential permit holders. Proposed restriction 1P 8am-6pm (permit holders exempt)
- convert six of the existing long term paid parking spaces adjacent to Eastern Road Reserve to short term public parking spaces that can be used for long term parking by residential permit holders. Proposed restriction 1P 8am-6pm (permit holders exempt).

These changes maintain the same number parking spaces that can be used for long term parking by residential permit holders and are intended to support residents and visitor parking needs. Overall, this results in a reduction of six long term (P Ticket 8am-6pm) publicly available parking spaces.

### **Bike Lane Design**

Protected bike lanes are the industry standard and are considered best practice for bike lane design. Separation of a bike lane from moving traffic and the car dooring zone, provides a safe and comfortable environment for riders, and in particular more vulnerable members of the community. This approach is used widely across Melbourne and internationally.

The design has taken into consideration safe access to parked vehicles and allows an unobstructed 1m wide buffer between parked cars and the bike lane, (consistent with AustRoads Guidelines).

While the 1m buffered zone is considered safe, in response to this petition, Council have increased the buffered zone to 1.5m between the bike lane and parked cars in areas where there is adequate road width.

In addition to the above, Council will be line marking individual parking bays in accordance with Australian Standards. The formalising of parking spaces will ensure all bays are usable and are of an adequate size to properly access the vehicle.

### **Comparison to Moray Street**

The petition makes specific reference that the proposed design for Park Street is different to other recently installed bike lanes, for example Moray Street, South Melbourne between Albert Road and Coventry Street.

The road constraints on Moray Street differ along the length. In the section between Albert Road and Coventry Street, the width between the kerb and the median did not allow enough space for a protected bike lane to be installed without the removal of all parking and/or the removal of the central median (and trees within). If there was ability to provide for a protected facility in this location without these constraints a protected bike lane would have been Council's preference.

# MEETING OF THE PORT PHILLIP CITY COUNCIL

## 4 MAY 2022



On Moray Street north of Coventry Street, additional space was available in the carriageway (no central median) and as such a protected bike was installed.

### **OFFICER RECOMMENDATION**

That Council:

1. Notes the previous Council decision to proceed to detailed design and construction of the Park Street Streetscape Improvement Project, including this portion of Park Street on 2 March 2022.
2. Notes that Council officers will proceed with the delivery of the Temporary Bike Lane between Moray Street and Kings Way in line with the timing of the Department of Transport's Pop-up Bike Lane program.
3. Thanks the signatories of the petition lodged with Council which led to design changes that improved the outcome for the whole community.
4. Requests Council officers notify the head representative of the petition of Council's decision.

### **ATTACHMENTS**

Nil



**8. PRESENTATION OF CEO REPORT**

Nil

**9. INCLUSIVE PORT PHILLIP**

9.1	<i>Positive Ageing Policy - Draft Policy Objectives .....</i>	11
9.2	<i>Acceptance of the Older Persons Advisory Committee Annual Report 2021 .....</i>	19