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*

Name: * Shane Wylie

Email address: * admin@docklandsc.com.au

Phone number *

Date of meeting: * Tuesday 17 May 2022

Agenda item title: 6.1 Neighbourhood key issues and City of Melbourne Projects for Docklands

*

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

Firstly, thank you to the Councillors, City representatives and Lord Mayor for making Docklands a priority. We are the hardest hit precinct in all of Australia post Covid and acknowledge that the City is addressing this.

Our strategic plan addresses 4 key issues but for us and I'm sure most Docklanders, the most pressing is the pier falling into the Harbour after 2.5 years of inaction. Whilst it is not under City of Melbourne authority more needs to be done to hasten the process of re-imagining the Harbour. After 2.5 years of nothing it's logical to know the pier will need to be demolished. Whilst it directly only accounts for 1.5m visitors annually to Docklands it is the eyesore that flavours the perception of this precinct. This is our one chance to highlight the Harbour as a spectacular destination that organically brings foot traffic thereby anchoring the businesses that exist or will do in the future.

Again, we acknowledge the Pier is a complex governance piece with Development Victoria, Heritage Victoria and the City of Melbourne all to play their role. However, as the Chamber and representative of some 350 local businesses we are begging for all parties to press ahead on this like any other major cosmopolitan city around the world would have already done. Please – to all parties but tonight we are addressing this to the Lord Mayor and sitting Councillors, lets move on the Pier and give Docklands a future to focus on.

Please indicate whether you No

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

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Keith Sutherland
Email address: *	keith@sutherlandproperty.com.au
Phone number *	
Date of meeting: *	Tuesday 17 May 2022
Agenda item title: *	Why are Council not fighting to oppose tram bridge from Collins to Lorimer st
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Council have been quiet in opposing the proposed tram bridge between Collins to Lorimer Streets.</p> <p>It will be the most destructive and expensive bridge across the Yarra. It will destroy the viability of the Marina which is one of Melbourne's jewels in the crown and from Webb bridge it would have to be one of the most photographed areas of the DOCKLANDS precinct</p> <p>There are far better options to provide transportation to the exciting redevelopment of Fishermens Bend.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	Yes
If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *	I wish to make my submission in person

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*

Name: * Ben Ball

Email address: * chairperson@docklands.org.au

Phone number *

Date of meeting: * Tuesday 17 May 2022

Agenda item title: Question for Item 6.4 Docklands Firelight Festival

*

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

Event Planning Process Amendment

Docklands hosts multiple large events, such as New Year Eve celebrations, Run4Kids and the Firelight Festival. As noted in Item 6.4, the CoM event planning process includes consultation with the Docklands Chamber of Commerce in its planning process. However, no similar order consultation with residents is part of the event planning process. Indeed, residents typically only receive notification of the event at the same time as the general public.

This has resulted in flawed designs as most events are ignorant of factors which significantly impact upon residents, such as the placement of loud speakers and rubbish collection. However, many items which cause disproportionate negative impact upon residents are easily fixed.

The DRG asks that given:

- a. Residents are directly impacted by public events
- b. Residents have in-depth knowledge about the dynamics of Docklands

1. Why is the Docklands Representatives Group and/or the relevant Owners Corporation Committees not included

as a formal part of the event planning process in the same manner in which the Docklands Chamber of Commerce is?

2. Will CoM amend its event planning process to require the relevant Resident Representative Group be consulted?

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

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

Sean Ryan

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, 12 May 2022 5:37 PM
To: CoM Meetings
Subject: Future Melbourne Committee submission form [#229]

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

Name: * Augustus Brown

Email address: * augustusmbrown@gmail.com

Phone number *

Date of meeting: * Tuesday 17 May 2022

Agenda item title: * 6.5 City of Melbourne Design and Construction Standards

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

This is a submission to the draft construction standards, specifically for standard D.3.5 "Vehicular crossings of footpaths". Please see the link below for how the City of Melbourne can amend its standard to meet the principals of continuous footpath design. The existing/proposed standard is out of date and promotes a flawed design philosophy. Thank you and kind regards, Augustus Brown.

<https://www.getrevue.co/profile/melbourneway/issues/continuous-footpaths-at-driveways-side-streets-960421>

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



[continuous_footpath_design.pdf](#) 5.18 MB · PDF

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

Continuous Footpaths at Driveways & Side Streets

#2 · JAN 16, 2022

[View online](#)



Melbourne Way

Overview of designs and practises



Continuous footpath design over driveway on Atherton Rd, Oakleigh

Continuous footpaths at driveways and side streets are slowly becoming a bit more common in Victoria. However, these treatments tend to be the exception to standard practice with many new and remade footpaths at crossings still designed to give favour to cars.

Footpaths in a road reserve are included in the definition of a '[road related area](#)' under the road rules. This means that drivers crossing the footpath to or from a driveway must give way to people walking per rules [74](#) and [75](#). Drivers at intersections also need to give way to people crossing the road the driver is entering (per multiple rules in parts [six and seven](#)).

To highlight priority for people walking and to maximise safety, footpaths should be designed to give a clear visual cue that drivers need to slow and give way.

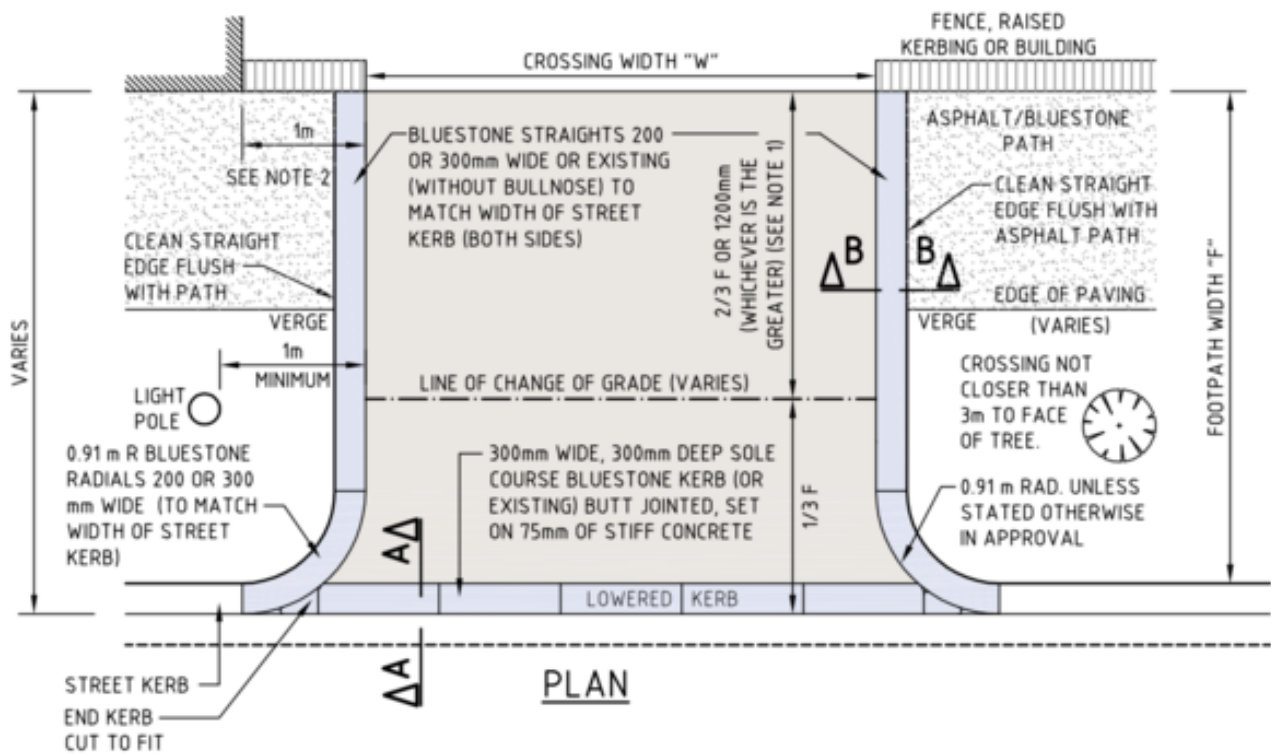
The principles of continuous footpath design are:

- Footpaths should be visually uninterrupted at the crossing point
- Footpath pavement material should be consistent
- Footpath pavement should remain level at the crossing
- Narrow kerb ramps should raise crossing vehicles to the height of the footpath

Current Practices

Many councils have standard drawings for driveway treatments in the road reserve (technically known as '[crossovers](#)') that designers and engineers refer to when modifying driveways.

[Here is an example](#) of a standard driveway crossover design from the City of Melbourne for CBD areas.



Standard driveway crossover design for Melbourne CBD

The problem with this design is that it terminates the footpath and visually gives priority to cars on the driveway. The design also downgrades the quality of the footpath by ramping it towards to the carriageway.

[Here is an example](#) of the standard design on Collins St in Melbourne CBD.



City of Melbourne standard driveway crossover on Collins St

Side streets tend to be designed with similar visual cues that suggest people walking should give way. Side streets are trickier from a regulatory perspective as only drivers entering a side street (not exiting) need to give way to people crossing.

However, [Austroads](#) (section 8.1.2) and [Transport for NSW](#) are of the opinion that a continuous footpath is defined as a '[road related area](#)' even at a side street. If this holds true in Victoria, both drivers entering and exiting a side street would need to give way to people walking if a continuous footpath is present.

[Here is an example](#) on a one-way street where people walking *a/ways* have priority but the design suggests they should give way to cars.



Road design does not reflect regulatory priority for people walking

Continuous Footpaths

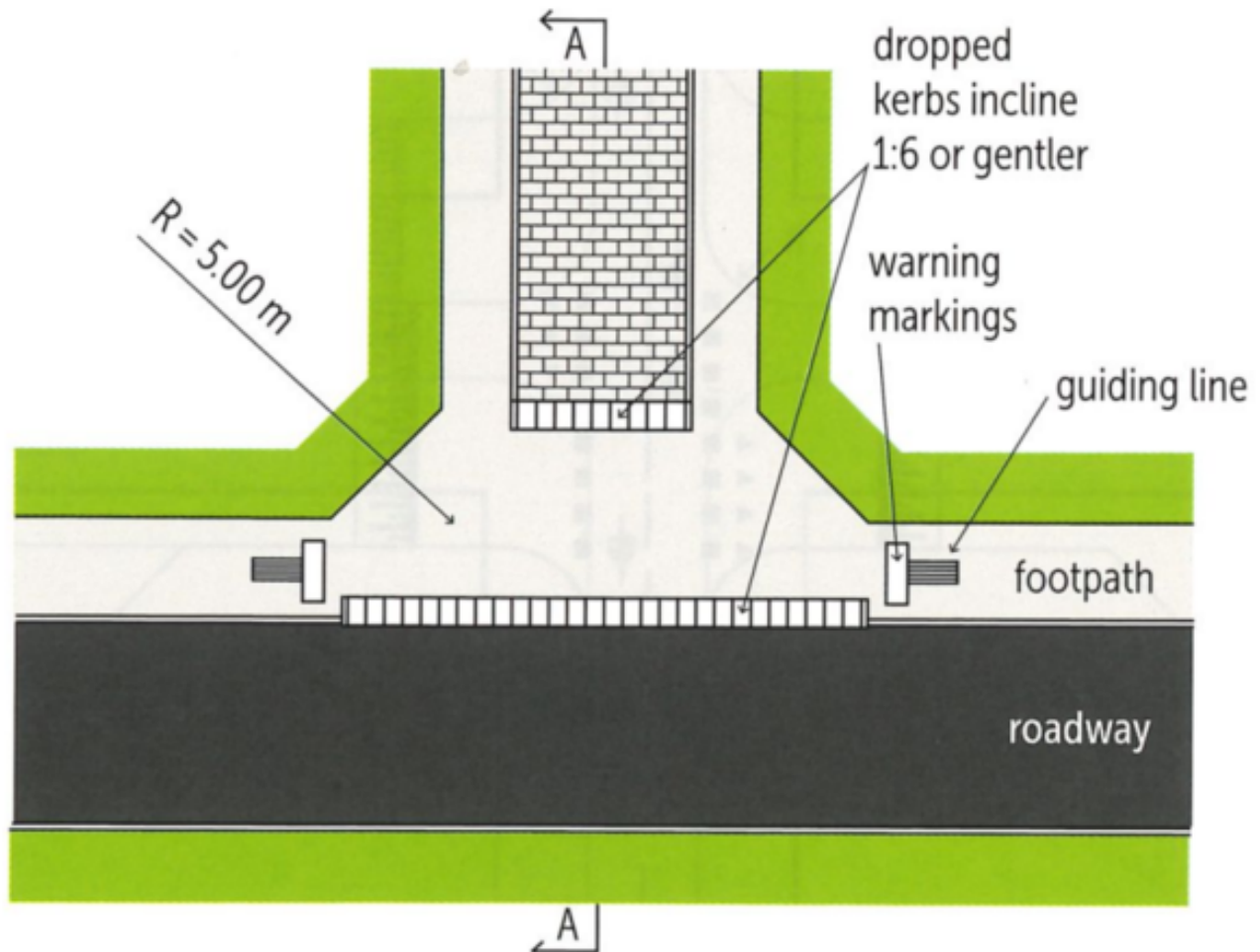
Continuous footpath designs offer the antidote. Not only do these designs improve the priority and safety of people walking, they also provide greater accessibility since continuous footpaths mostly remain level at the crossing point.

The Netherlands pioneers in continuous footpath design. The [example below from Amsterdam](#) shows the footpath visually uninterrupted as it crosses a side street. The same design philosophy can also be applied to driveway crossovers.



Continuous footpath design in Amsterdam

Continuous footpath design in the Netherlands is often referred to as 'exit construction' and is outlined in the [Design Manual for Bicycle Traffic](#). The manual includes this design as it also improves safety for people cycling since drivers must slow significantly when entering and exiting from driveways and side streets, reducing the likelihood of a collision.

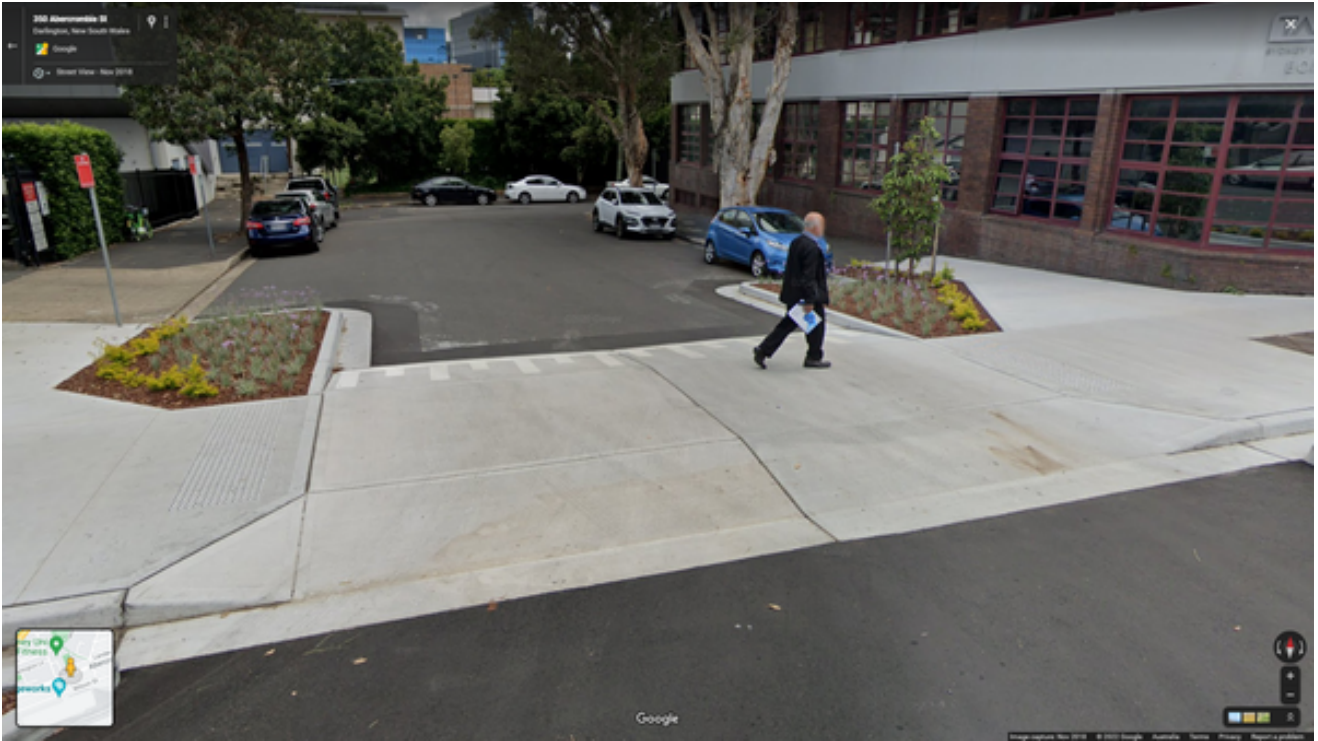


Continuous footpath 'exit construction' from the Design Manual for Bicycle Traffic

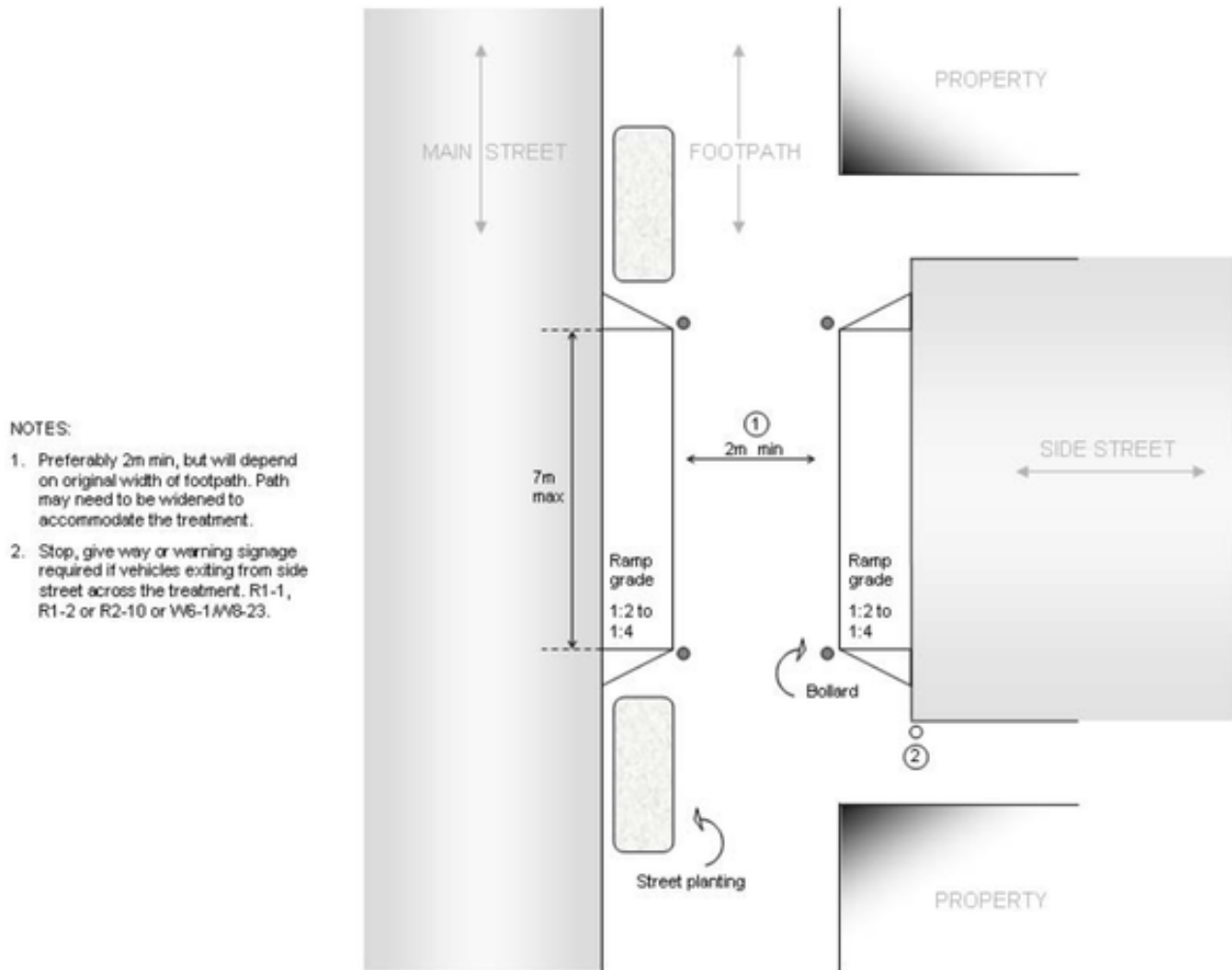
A key component of the Dutch design is the narrow kerb ramp ([entrance kerb](#)) that lifts vehicles to the height of the footpath and does not compromise the level of the footpath by ramping it down to the carriageway. The typical width of the kerb ramp is 750 mm with an incline of 1:6 or gentler.

There does not appear to be a standard drawing for a continuous footpath on government websites in Victoria (except for specific sites with a designated design palette). However, [Transport for NSW](#) and the [City of Sydney](#) have both published drawings for continuous footpath treatments.

[Here is an example](#) of a continuous footpath built per the NSW standard.



Continuous footpath treatment at a side street in NSW



Standard drawing for continuous footpath at a side street by Transport for NSW

Vehicle Loading

Vehicle loading is an issue that would need to be overcome for these designs to become standard in Victoria. One reason footpaths may visually terminate at driveway crossovers is that the pavement construction and material on the footpath may not meet suitable vehicle loading requirements, such as the bluestone pavers used in Melbourne CBD.

The example below shows a continuous footpath design at an entrance to a car park in Oakleigh. It appears the designers have been able to source a paver suitable for the expected vehicle loading, but you can see that the driveway crossover has likely been reinforced to the 'loading edges' in line with the kerb ramp

edges in line with the kerb ramp.



Loading edges visible on continuous footpath on Atherton Rd in Oakleigh

Where footpath pavers are not suitable on the crossing due to loading requirements, a concrete or asphalt pavement stylised in a similar pattern to the adjacent material may offer an alternative. Several businesses offer stylised pavements, such as [Everlast Services](#) and [MPS Paving Systems](#).

The [example below](#) shows a concrete footpath that has been designed to mimic stone pavers.



Continuous footpath made with stylised concrete

Incorporating Bike Lanes

Many continuous footpath treatments in the Netherlands also incorporate bike lanes. These have the same overall design as the 'exit construction' continuous footpath drawing shown above.

[Here is an example](#) in Amsterdam showing a bike lane incorporated into a continuous footpath design at a side street.



Continuous footpath and bike lane at a side street

Sometimes painted bike lanes transition from the carriageway into a raised continuous treatment only at the crossing point, such as [this example](#). Intersections are overrepresented in crash statistics. Targeting raised continuous bike lane treatments at intersections can greatly improve safety even if the mid-block bike lane remains unprotected.



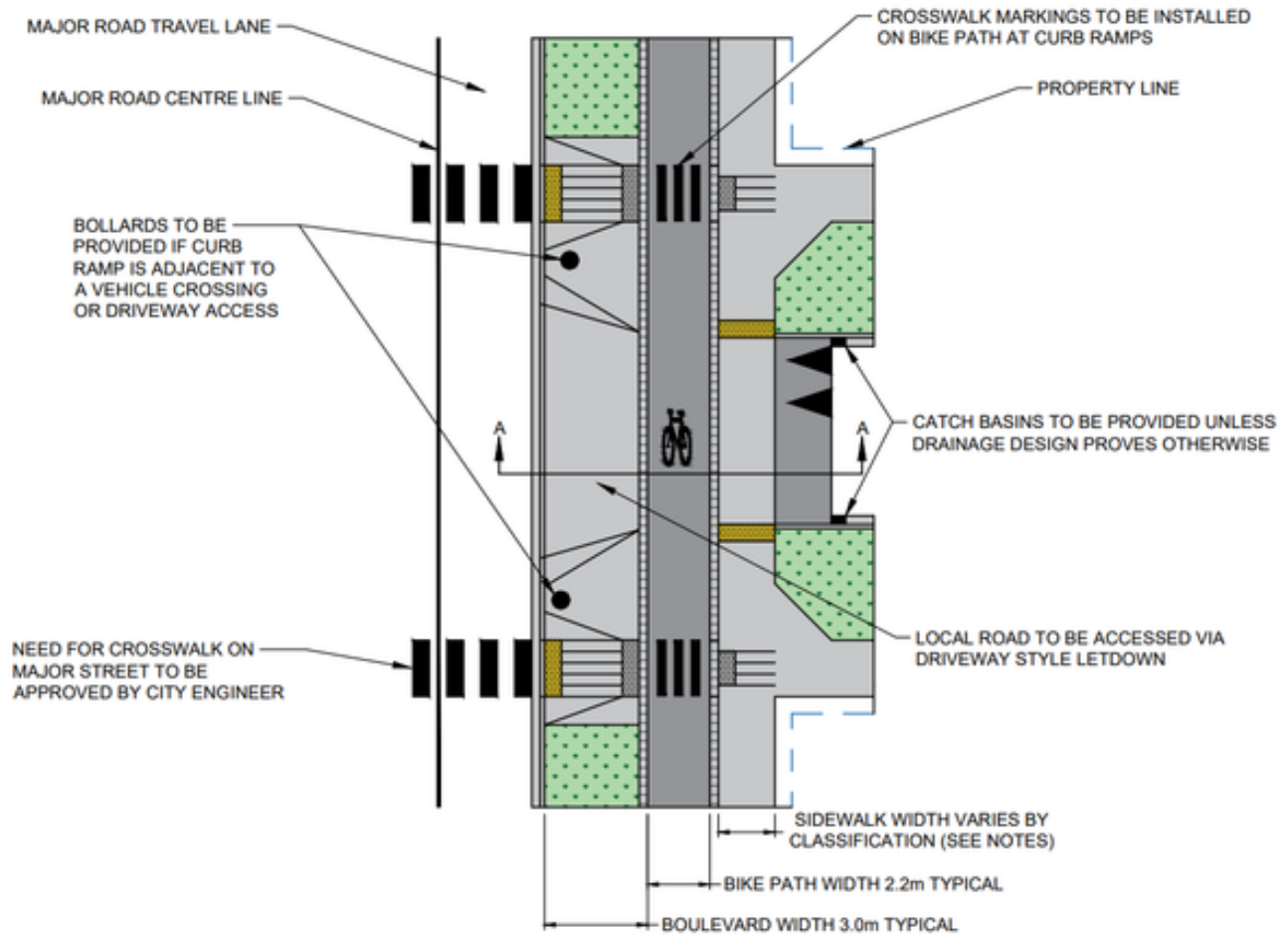


Bike lane transition from a raised continuous treatment at a side street down to the carriageway

It is not just the Netherlands. The City of Nanaimo in Canada has incorporated continuous footpaths with bike lanes into its [standard engineering drawings](#) (section 8, no. R-RLI). [Below is an example](#) of its implementation at a side street.

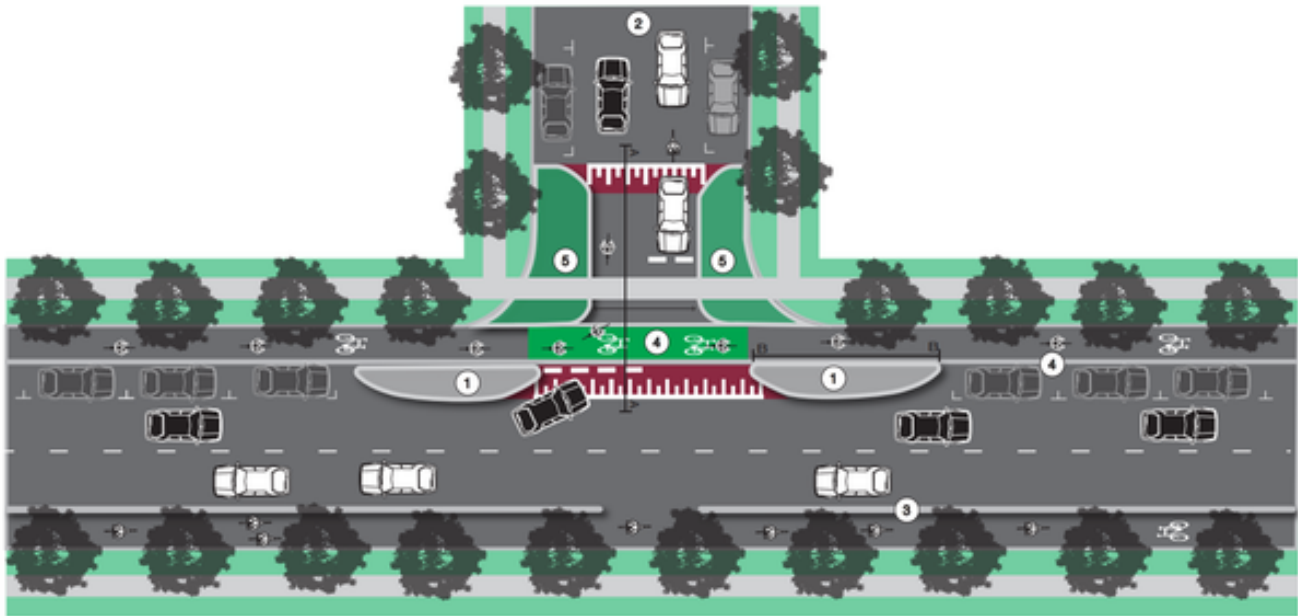


Continuous footpath and bike lane at a side street in Nanaimo, Canada



Standard drawing for continuous footpath and bike lane at a side street by the City of Nanaimo

Queensland's [Selection and Design of Cycle Tracks](#) includes a drawing for a continuous footpath and raised bike lane treatment at a side street that could perform similarly to the above designs. This design lifts the bike lane from the carriageway onto a raised platform at the side street. Let me know on [Twitter](#) if you have seen it implemented anywhere.



Continuous footpath and raised bike lane design by QLD Department of Transport and Main Roads

Recommendations

Local governments in Victoria should develop a series of standard drawings for continuous footpaths at driveways and side streets. It should become policy, especially in urbanised areas and activity centres, to provide continuous footpaths by default when driveways are modified and when streets are renewed.

Victoria's Department of Transport may be able to assist with the development of continuous footpath designs by publishing a [Road Design Note](#), similar to the note prepared by [Transport for NSW](#), that local governments can refer to for their own drawings. Any design note should include a section on the incorporation of raised continuous bike lanes where appropriate.

Note

This post considers continuous footpath treatments. These should not be confused with raised asphalt platforms ([example below](#)). Asphalt platforms may have a similar outcome to continuous footpaths in some circumstances, however, they do not achieve the same principles and may not meet the definition of a 'road related area'.



Raised asphalt platforms are different to continuous footpath treatments

Extra Resources



The Dutch Solution for Safer Sidewalks - Continuous Sidewalks

Video explainer of Dutch continuous footpath by Not Just Bikes.

www.youtube.com

City of Melbourne - Standard Engineering Drawings

Example of local government standard engineering drawings. You can search your own council website to find their standard treatments.

www.melbourne.vic.gov.au

Street View - Dutch Driveway Crossover (1)

Notice how the footpath remains level and the pavement material is consistent.

www.google.com.au

Street View - Dutch Driveway Crossover (2)

This example is on a narrower footpath.

www.google.com.au

Street View - Continuous Footpath in NSW

Great example of a wide continuous footpath at a side street made with brick pavers to Transport for NSW specifications.

www.google.com.au

Street View - NSW Driveway Crossover

A continuous footpath treatment at a driveway crossover.

www.google.com.au

Street View - 'Mixing Zone' in NSW

This example does not meet the principles of a continuous footpath, but is still an interesting attempt to address conflicts along a two-way cycleway. A regulatory issue in NSW prevented the cycleway from being visually extended across the side street.

www.google.com.au

Street View - Compromised Footpath in West Melbourne

Street View - Compromised Footpath in West Melbourne

Series of standard driveway crossovers leading to a poor level of service for people walking.

www.google.com.au

Street View - Compromised Footpath in Fitzroy

Horrifically compromised footpath (brand new!) at driveway crossovers.

www.google.com.au

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Melbourne Way

Transport and town planning. Mostly bicycle infrastructure tweets these days.

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