
From: Bob Evans [<mailto:bobe@internode.on.net>]

Sent: Thursday, 5 December 2019 1:59 PM

To: Sally Capp - Lord Mayor of Melbourne

Cc: Giulia Baggio

Subject: Follow up submission on the discontinuance of Franklin Street

Dear Lord Mayor

Thank you for the opportunity to meet with you and the CEO last Monday morning.

The four of us have been hard at work since then finalizing a submission to the Lord Mayor and Councillors prior to the council meeting on Tuesday 10 December.

We are proposing to you and Councillors that you defer voting to approve the discontinuance of Franklin Street and the narrowing of Queen Street.

The attached document contains very detailed reasons for that request.

I am sure we all want the Queen Victoria Market to be the very best it can be financially and culturally, and hopefully we can work together to achieve that.

Many thanks and kind regards

Bob Evans

Submission in response to Traffic Impact Assessment regarding the closure of Franklin Street and Queen Street

Executive Summary

This document urges the City of Melbourne to delay voting on a motion to discontinue Franklin Street eastbound from Peel Street to Queen Street and narrow Queen Street north from Franklin Street westbound to the Munro carpark.

The key reasons to delay voting are:

- Council is proceeding on the basis of a plan approved in 2014 to create a new road across the at-grade carpark to link Dudley Street and Peel Street with Franklin Street at Queen Street. This fundamental basis of the plan did not proceed, and New Franklin Street has not been built, necessitating an unworkable compromise to the redevelopment scheme.
- The closure of Franklin Street lanes will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct.
- Redirecting the 600 vehicles per hour that can safely travel down Franklin Street eastbound to a single lane down A'Beckett Street will cause major traffic disruption at Dudley, William and Peel Streets followed by Queen Street into the QVM precinct.
- Currently, there are apartments and commercial premises built or in construction within the precinct that contain more than 3000 car spaces, adding to the congestion.
- There are 800+ businesses in the precinct that rely on delivery vehicles, couriers, tradespeople.
- Franklin, Queen, William and Dudley Streets are major bus routes that will be disrupted by the closures and re-routing of traffic into grid-locked streets.
- This vote may contravene the City of Melbourne's policy on community benefit of road closures.

Background

On behalf of residents living and working in the neighbourhood of the Queen Victoria Market, we welcomed the opportunity to discuss our submissions on the discontinuance of Franklin Street (eastbound) and Queen Street (north) with Lord Mayor Sally Capp and CEO Justin Hanney on Monday 2 December.

At the meeting the Lord Mayor invited us to submit a more detailed response to the Cardno Traffic Impact Assessment that was commissioned by the City of Melbourne as part of and prior to the public submissions process.

We also appreciate the offer of the CEO to accompany a representative group on a walk through QVM neighbourhood to better understand the full impact of the proposed discontinuance of Franklin Street and Queen Street. We are ready to walk and talk so that the CEO and councillors get a realistic roadside picture of the congestion caused by discontinuing Franklin Street with its capacity to safely manage 600 vehicles per hour on a

three-lane carriageway and directing that traffic down a single lane along William Street and down a single lane in A'Beckett Street.

In its summary, the Cardno Traffic Impact Assessment concedes that some key intersections within the QVM precinct are operating at near capacity now and are highly likely to exceed capacity as a result of the changes proposed to accommodate council's scheme to create the Southern Development Site and the Market Square.

The revised traffic scheme for the QVM precinct is fundamentally flawed because it is based on a plan that no longer exists – namely, the construction of New Franklin Street from the Dudley/Peel Street intersection across the at-grade carpark. That was further based on the plan to sell the Southern Development Site on the discontinued eastbound carriageway of Franklin Street. That windfall land sale courtesy of the Napthine Government has been the key driver of the redevelopment from the outset.

Cardno's traffic management plan falls back on congestion and gridlock to discourage motorists travelling in the Hoddle Grid and encourage "mode shifts" away from cars to bicycles and public transport. It is a significant omission that Cardno makes no assessment of the adequacy or feasibility of those preferred mode shifts for the broad demographic of users throughout the QVM precinct. Aside from listing the various bus routes, Cardno's TIA takes no account of the impact on bus travel by the road changes.

Based on long-term observation and experience of residents within the QVM neighbourhood, we have identified six significant traffic issues resulting from the discontinuance of Franklin Street and Queen Street.

Three street diagrams are attached for your information.

Issue 1: Peel, Dudley and William Street intersections – replacing roundabout Impact: Extended traffic queues, longer delays negotiating intersections

Cardno's Traffic Impact Assessment (TIA) recognises that this is the most intractable and complex intersection confronting all road users in the QVM precinct – vehicles, trams, cycles and pedestrians. Cardno concedes that replacing the Peel/Dudley roundabout with a T-intersection controlled by traffic lights "may exacerbate its operation and extend queue lengths" – especially from the west, ie Dudley Street.

The Cardno TIA reports (page 21) that "significant queueing and waiting times were observed at the intersection" from all three directions, ie Dudley Street eastbound, Peel Street southbound and William Street northbound.

To quote Cardno: "reducing the number of lanes on the southern approach and signalling the intersection may exacerbate the operation of the intersection and extend the queue lengths, particularly on the western approach of the intersection." The SIDRA intersection modelling confirms that the carriageways with the longest queueing and heaviest traffic will perform twice as badly (if not worse) than they do in the roundabout configuration, with queues expected to reach 1km when the intersection is signalised. (See page 22).

Cardno makes a couple of suggestions. One being to use the SCATS real-time traffic light system to manage the inadequacies of the signalised intersection. Another suggestion is to reconfigure the turning lanes, including doubling the turning lane from Dudley eastbound into William Street (southbound). Except that turning right from Dudley Street to travel south on Peel/William Streets cannot be made easier by doubling the lanes because William Street will be reduced to a single lane between a tram line and a dedicated bicycle track.

Cardno adds hopefully – but unhelpfully – on the same page that while the completion of the Westgate Tunnel may displace some traffic to Victoria Street and King Street, the tunnel will “potentially increase traffic volumes” at the intersection.

Issue 2: The Munro carparks into Queen, Franklin Streets & Therry Streets

Impact: Unsafe vehicle and pedestrian interaction, massive traffic congestion

While much has been made of the creation of safe pedestrian and cycle zones throughout the QVM, there is a high probability that there will be significant conflict between cars and pedestrians crossing paths as cars queue to enter and exit the Munro underground carpark. This is sure to include parents with young children accessing proposed childcare services and tourists unfamiliar with the area. Observation of pedestrian behaviour crossing carpark entrances in Lonsdale, Flinders and Franklin Streets confirms that pedestrians seldom consider cars wanting to enter or exit carparks. This is likely to lead to delays and frustrations and add to the potential congestion in Queen Street with flow on effects to Little Franklin Street (westbound) and A'Beckett Street.

A similar situation will occur with Munro Therry Street hotel/residential carpark, where pedestrians are likely to disrupt cars coming and going. Directing eastbound traffic across Elizabeth Street to the intersection of Therry Street and Victoria Street again will drive vehicles to another congested chokepoint with cars impeded by pedestrians and queueing traffic in both east and west carriageways of Victoria Street.

Issue 3: Travel through the Queen and Franklin intersection

Impact: Stifled traffic flow builds congestion throughout the precinct

The removal of the Queen Street roundabout is one of the apparent non-negotiable elements of the QVM redevelopment, justified on the grounds of road safety. That is arguable. Vehicles generally approach the intersection at low speed and with caution, alert to pedestrian crossings and the flow of traffic.

Narrowing Queen Street from Little Franklin Street (westbound) necessitates traffic signals at a T-intersection with Franklin Street (eastbound) creating a high likelihood of gridlock as cars queue to enter and exit the Munro carpark or wait to turn right into Franklin Street, adding to congestion and frustration. The adverse effects the potential traffic chaos may have on future events in the Market Square and the Southern Development Site won't be known for years to come.

Issue 4: Franklin Street eastbound and Swanston & Victoria intersection

Impact: Creating roads to nowhere while conflicting with pedestrians and cyclists

Eastbound vehicles turning into Franklin Street will encounter significant congestion at the intersections of Elizabeth Street and Swanston & Victoria Streets, where a maximum of 4 or 5 cars can safely turn out of Franklin into Swanston and queue for a light change before being able to turn into Victoria Street. This situation will be exacerbated by a significant increase in pedestrians, cyclists and trams as a result of the new RMIT metro station.

Westbound vehicles turning from Victoria Street into Swanston and then Franklin face the same issues with high volumes of pedestrians, cyclists and trams, and limited opportunity to turn right and head west towards the QVM precinct.

Issue 5: A'Beckett & William Street intersection – lack of traffic lights

Impact: A high volume intersection without traffic lights conflicting with cyclists, trams & pedestrians

The Cardno TIA identified the intersection of Peel Street and Franklin Street eastbound as a “major safety concern” due to the potential for collisions between vehicles, cyclists and pedestrians. For Cardno (and presumably council) discontinuing Franklin Street (eastbound) and redirecting the estimated 600 vehicles per hour from this intersection to A'Beckett Street will solve this problem.

Not so. Vehicles travelling south on William Street and turning left into A'Beckett Street will encounter the same number of cyclists and pedestrians that would have previously crossed the intersection of Peel Street and the discontinued Franklin Street. The eastbound carriageway of A'Beckett Street is expected to carry most of the 600 vehicles per hour that Cardno previously travelled along Franklin Street eastbound. See Cardno TIA 4.3.1 (page 16).

Added to these safety concerns, vehicles turning left from A'Beckett Street into William Street will encounter high numbers of cyclists, pedestrians and cars in peak times with no traffic lights to regulate the traffic flow. This is potentially very dangerous, especially since in the immediate neighbourhood there are more than 3000 carparks in residential and commercial buildings that will need to use these streets.

What's worse is that vehicles turning right from A'Beckett Street into William Street heading north not only have to negotiate cyclists, pedestrians and cars but also trams without traffic lights to regulate the traffic flow. This magnifies the danger for all road users

Issue 6 – Locals living and working in the QVM precinct bounded by Victoria, Peel/William, Latrobe and Swanston Streets

Impact: Residents encouraged to live in the precinct locked in to crowded streets

There are more than 3000 car parks in the residential and commercial buildings now completed or under construction in the immediate vicinity south and east of the QVM. Residents and workers, tradies and foodies, shoppers and students, couriers, ubers and cabbies will all be impacted by the congestion caused by the entirety of the road closures and realignments, the re-configurations of intersections associated with the redevelopment of the QVM.

Safety and sanity for everyone has to be the priority for all those live here and those who visit.

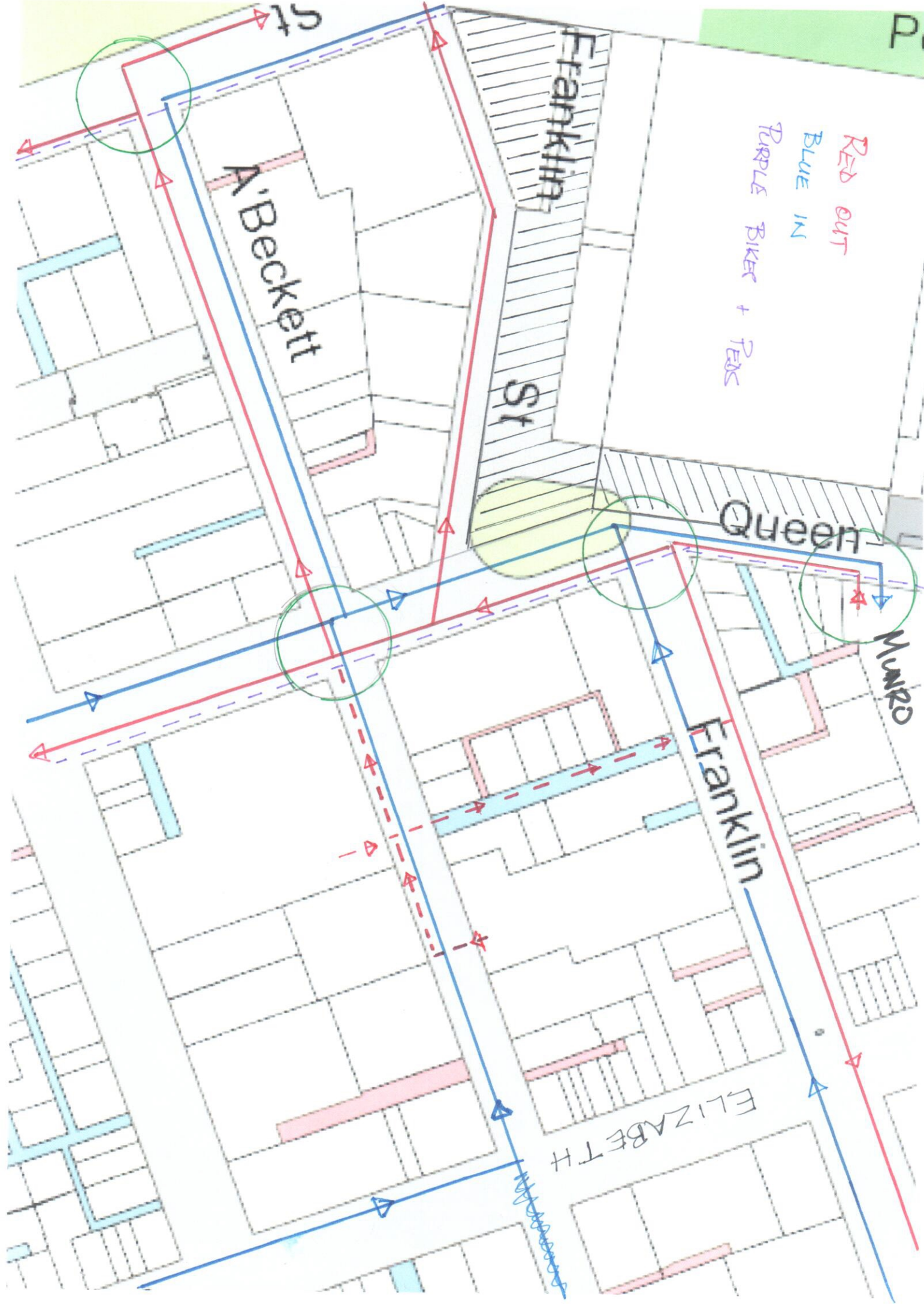
Conclusion

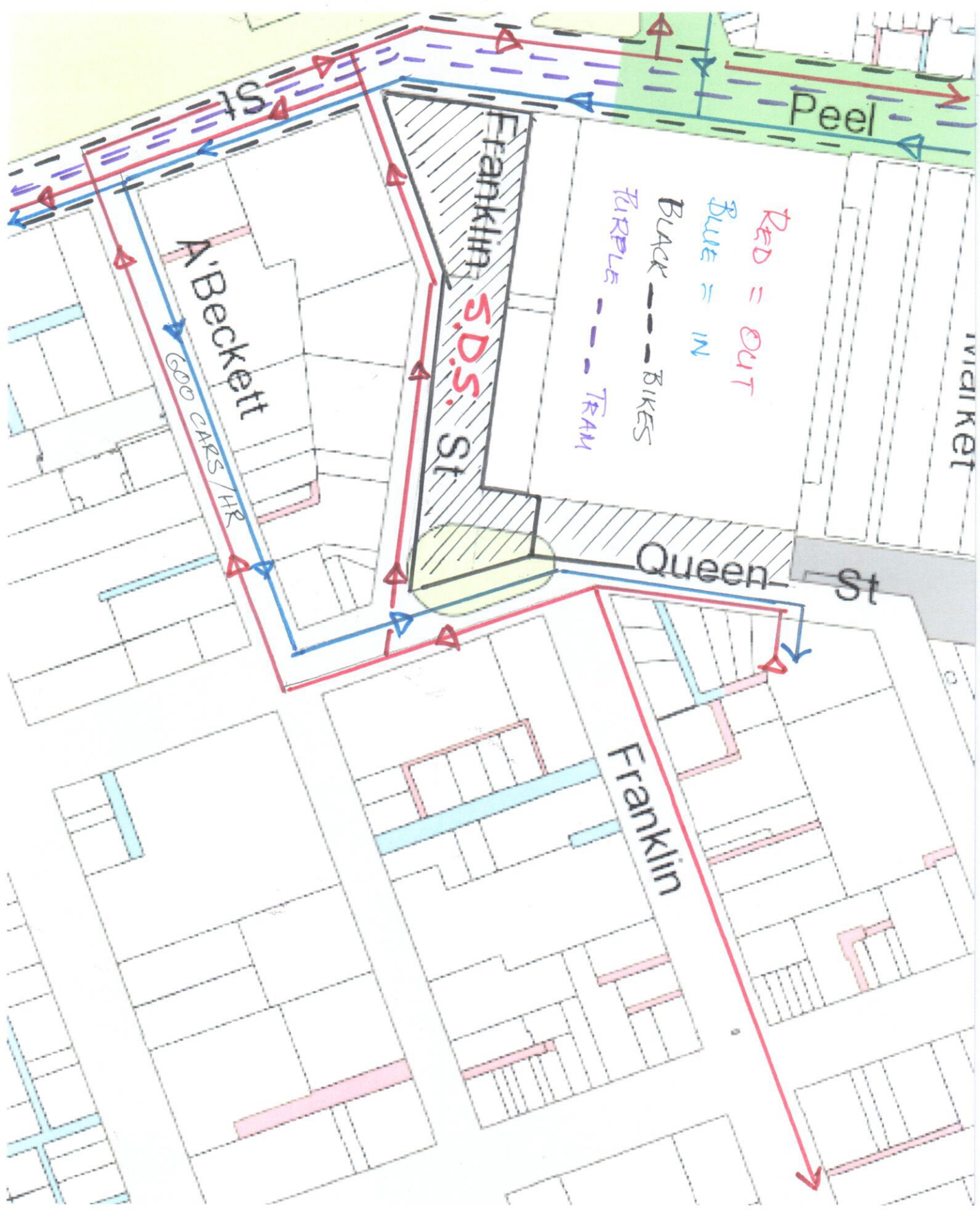
At the meeting with the Lord Mayor and the CEO, Justin Hanney suggested that we offer solutions, not just criticisms of the QVM redevelopment.

As residents of the CBD, in a part of the city with the highest concentration of residential/commercial buildings, we accept that we are living with higher than average traffic densities. We are not advocating for more cars. Rather than suggest piecemeal or partial solutions to the major traffic issues that arise from discontinuing Franklin Street, removing the roundabout and narrowing Queen Street, the solution we are proposing to the City of Melbourne is to stop and consider the bigger picture. To commission a more coherent, fully integrated traffic management plan that takes account of all modes of transport and the other major developments beyond the Hoddle Grid impacting on the city.

None of the key deadlines for the mandatory elements of the QVM Redevelopment Project in the original contract have been met, the most obvious being the abandonment of the plan to create a New Franklin Street across the at-grade carpark. That would have been a traffic nightmare. Council was spared by the delays and the revisions.

Much the same situation applies now. We urge councillors to delay the vote on the decision to discontinue Franklin Street and narrow Queen Street, for all the reasons set out above. A new business case for the QVM is in process, due for delivery in February 2020. Surely, decisions about road closures that will adversely affect the market and the QVM precinct, including 800 businesses, until council has a clearer view of the unintended consequences.





Red = OUT
Blue = IN
Black - - - BIKES
Purple - - - TRAM

A. Beckett St
600 CARS / HR

Franklin S.D.S. St

Queen St

Franklin

Peel

MARKET



Red out
Blue in

Privacy acknowledgement: *

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

Name: *

Bob Evans

Email address: *

bobe@internode.on.net

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *

Council meeting

Date of meeting: *

Tuesday 10 December 2019

Agenda item title: *

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

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



[submission_to_council_item_5.1.docx](#) 16.98 KB · DOCX

Bob Evans
13/410 Queen Street
Melbourne Vic 3000
9 December, 2019

City of Melbourne Councillors

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

This last-minute submission is in addition to a more complete submission made to the Lord Mayor, CEO and Councillors on this issue.

I respectfully submit that there is a risk that adopting the recommendation based on an incomplete and sometimes inaccurate traffic impact assessment will have unintended consequences for the QVM precinct generally and the operation of the market in particular.

Council defer a decision on the discontinuance of Franklin Street and the narrowing of Queen Street that includes the removal of the Queen Street roundabout until a more complete traffic impact assessment has been provided to address the following issues:

- Pedestrian motor vehicle conflicts at the entrance and exit of the Munro underground carpark that will lead to traffic congestion along Queen Street, Franklin Street (westbound) and A'Beckett Street
- Pedestrian, cyclist and motor vehicle conflicts at the intersection of William Street and A'Beckett Street
- The impact of vastly increased traffic volumes in A'Beckett Street rising from 120 vehicles per hour to more than 600 vehicles per hour
- The danger posed to motorists, cyclist and pedestrians by failing to install traffic signals for motorists wanting to enter and/or cross William Street at the intersection with A'Beckett Street
- The impact of reducing William Street from two lanes to one from the new Dudley intersection with expected vehicle queues to extend 1km at peak periods.
- The failure to account for traffic volumes in the precinct at night during the Night Market and events in Market Square
- The failure to estimate traffic volumes using the new Little Franklin Street (westbound) to depart the QVM precinct, and/or park in the 500 space carpark in the Southern Development Site and the impact on local residents

The lack of wider integration is a symptom of the pressure Cardno Pty Ltd was under to produce a Traffic Impact Assessment in two weeks (from car counting on October 19 to TIA sign off on November 1).

Cardno does concede that some key intersections within the QVM precinct eg Dudley & Peel are operating at near capacity now and are highly likely to exceed capacity as a result of the changes proposed to accommodate council's scheme to create the Southern Development Site and the Market Square.

One example: Cardno estimates that traffic heading east along Dudley Street towards Peel Street will experiences a delay of 32 seconds in the morning peak. When the roundabout is

replaced by traffic lights the expected delay according to Cardno will be 522 seconds (more than 8 ¹/₂ minutes)! See Tale 5-3 on page 22.

Consider the adverse impact greatly increases traffic congestion on the mobility and quality of life of residents and businesses now and in the future. We live with traffic day and night in the QVM neighbourhood.

Cardno is arguing that making it more difficult for motorists, will achieve council's objective of forcing motorists to catch public transport or become cyclists or walk.

This could be a form of social engineering not integrated transport management. Increasing traffic congestion to force motorists to change their mode of transport (when some have no option, now or in the future), is a version of social engineering, not traffic management.

At the very least for council to vote to defer their decision to account for all new traffic conditions (including the impact of the WestGate Tunnel, the new Metro, and the high density residential and business construction in the precinct.

Yours sincerely
Bob Evans

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

*

Name: * Lawrence Petruzzelli

Email address: * lawrencep93@gmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: deferral of vote to close Franklin Street

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

As a business owner, market shopper and daily visitor to the Queen Victoria Market precinct. I strongly urge you to reconsider the closure of Franklin Street.

Reduction of through traffic in the area will be disastrous for business in the area, elderly and people with disabilities. For the market to operate traders need capacity to move their trucks and vans around the area I believe they will be heavily constricted and unable to conduct business if congestion is increased due to massive drops in capacity by closing Franklin Street which allows for 2 lanes of traffic.

As a market shopper the unfortunate reality of purchasing fresh produce to feed a family means that a car is required for carrying capacity, public transport is not an option due to congestion and distance, and cycling isn't an option due to sheer weight and volume of purchases.

Furthermore to maintain our business in the precinct many clients visit by car as they are also small business owners

and do not have time or are not in areas serviced by public transport to easily come and visit us. Closure of this street will negatively impact businesses in the area.

We also use many freight and transportation services for our business who will be further impacted by the change and limit our ability to conduct business in a timely manner.

I urge the council to vote against the closure of Franklin Street as it is the main artery to the survival of the Queen Victoria Market and small businesses in the area.

Regards

Lawrence Petruzzelli

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

*

Name: * Kris Butler

Email address: * kfibutler@gmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: Road Closure – Franklin Street

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I write with reference to the proposed road closure of Franklin Street between Peel and Queen Street, removing the Queen Street roundabout reserve.

It is worth noting, at the onset, that the instigation of a road closure without a full, detailed and accurate Traffic Impact Assessment is both erroneous and high risk. The plans proposed some 5 years ago are no longer contextually accurate – the replacement ‘New Franklin St’ will not proceed, significant development projects have been approved and are under construction – particularly on Queen and A/Beckett (1000’s of units & cars). The current plan does not reflect what was voted on and approved in 2014 and cannot form a basis for current decision making.

The City of Melbourne’s Open Space Strategy promotes a vision for meeting demand for future open space, addressing

climate change, and providing an opportunity to connect with nature. The closure of Franklin Street will contravene these aspirations, with the removal of a reserve and streetscape containing a large number of established trees (full of birdlife) – proving a natural connection between the city (and high density of Elizabeth Street) to Flagstaff Gardens. Suggesting the new ‘park’ in QVM will replace this is ill-conceived. We need to increase tree-canopy cover and urban greening, and manage the heat island effect – the proposed road closure, removing substantial tree’s and replacing them with high density development and increased traffic congestion will exacerbate the heat island effect, not mitigate it – in contravention of fundamental CoM policy and broader goals for the city.

Furthermore, the closure of Franklin Street east bound would completely disregard the Council’s own policy on Road Discontinuance. Section 2.6 states “The discontinuance of a road is viewed as a significant action because of the potential negative impacts the loss of legal access can cause parties and the public. A road should not be discontinued without assessing · if that action results in an outcome contrary to the interests of the general public · the requirements of the emergency service providers and statutory service authorities · the effects on Council infrastructure and services · the effects on abutting properties and buildings and their owners and occupiers and the historic significance of the road.

The anticipated traffic impacts of the road closure are not fully understood – the preparation of a ‘last minute’ and flawed traffic assessment does not consider the removal of the 2014 proposal to create a ‘new’ Franklin Street, and excludes numerous significant development proposals in the immediate area. The TIA does however identify that some key intersections within the QVM precinct are operating at near capacity and are highly likely to exceed capacity as a result of the changes proposed.

The negative impacts on both existing and emerging local residents, business owners and QVM visitors /tenants cannot be underestimated – we represent a significant number of your electorate. We see the daily flows of pedestrian and vehicular traffic in the area – weekdays, Wednesday night markets, and weekends. Suggesting people currently doing their weekly shop will not travel by car (mode shift) is unsubstantiated.

Whilst my fundamental view is that the road closure should not proceed and Councillors should vote against it, in the very least a deferral, to account for ALL new conditions (including the removal of ‘New Franklin Street, WestGate Tunnel, Metro, with traffic counts incorporating new high density development) must be undertaken prior to making a decision.

A revised road layout and southern development site extent is required to respond to existing and anticipated traffic conditions in the precinct. I also ask, as my elected representatives, that Councillors read the specific traffic issues summary presented in the “Submission in response to Traffic Impact Assessment regarding the closure of Franklin Street and Queen Street” before making a decision.

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

*

Name: * CG Hughes

Email address: * catehughes@iinet.net.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

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Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

PLEASE VOTE TO DEFER THE DECISION ON ROAD DISCONTINUANCE.

- The closure of Franklin Street lanes will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct.
- Redirecting the 600 vehicles per hour that can safely travel down Franklin Street eastbound to a single lane down A'Beckett Street will cause major traffic disruption at Dudley, William and Peel Streets followed by Queen Street into the QVM precinct.
- Currently, there are apartments and commercial premises built or in construction within the precinct that contain more than 3000 car spaces, adding to the congestion.
- There are 800+ businesses in the precinct that rely on delivery vehicles, couriers, trades people.
- Franklin, Queen, William and Dudley Streets are major bus routes that will be disrupted by the closures and re-

routing of traffic into grid-locked streets.

- This vote may contravene the City of Melbourne's policy on community benefit of road closures.

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

*

Name: * Pamela Dale

Email address: * pameladale8@bigpond.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

The proposed road closure will make accessing the QVM for shopping inaccessible for people like me who require ease of access in a car in order to do my weekly shop for fresh produce. I have been shopping weekly at the QVM for 45 years.

Further I believe the following points are salient to this proposal:

- The closure of Franklin Street lanes will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct.
- Redirecting the 600 vehicles per hour that can safely travel down Franklin Street eastbound to a single lane down A'Beckett Street will cause major traffic disruption at Dudley, William and Peel Streets followed by Queen Street into the QVM precinct.
- Currently, there are apartments and commercial premises built or in construction within the precinct that contain

more than 3000 car spaces, adding to the congestion.

- There are 800+ businesses in the precinct that rely on delivery vehicles, couriers, trades people.
- Franklin, Queen, William and Dudley Streets are major bus routes that will be disrupted by the closures and re-routing of traffic into grid-locked streets.
- This vote may contravene the City of Melbourne's policy on community benefit of road closures.

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

*

Name: * David Legge

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Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: Road Discontinuance Franklin Street Melbourne

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Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I am writing to request that Council defers the decision on the road discontinuance of Franklin Street. I believe the Cardno Traffic Impact statement does not adequately address the issues as raised below. Furthermore I believe the Submissions committee conclusions are flawed. The committee stated that the road closure was in the interests of all users which is not the conclusion of the traffic impact statement. The committee also states that the plan has addressed concerns of residents and this is also not the case.

The road closure will be against the interests of the general public. It will have negative effects on Council infrastructure and services (The Queen Victoria Market.) It will have negative effects on abutting buildings and their owners and occupiers.

Franklin Street Closure will affect thousands of residents and hundreds of businesses.

The Melbourne City Council is voting on Dec. 10th to close off the 2 eastbound lanes of Franklin Street between William and Queen Streets.

Council states that this plan was approved in 2014. However, the original traffic plan for the precinct that was approved by Council in 2014 to close Franklin Street was conditional on the creation of a "New Franklin Street" that would be built through the existing market car park. This fundamental aspect of the plan has changed. The new Franklin Street is not being built.

The closure of Franklin Street 2 lanes East bound between William and Queen Streets will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct.

There are currently 3 lanes of roads carrying traffic between William Street and Queen Street. The proposal is to close 2 of the 3 lanes and direct all traffic in a circuitous route down a single lane in A'Beckett Street. The traffic impact statement does not clearly address this issue. Up to 600 cars an hour travel down the existing Franklin Street. A 66% reduction in capacity will create grid lock. In the wider area.

William Street will become single lane and A'Beckett Street is single lane.

This is the major access route for the new 500 space car park in the Munro site.

There are thousands of new apartments with car parks being constructed in the precinct. Every new apartment, regardless of whether they are car owners, creates additional traffic.

There are 800+ small businesses in the area that are significantly dependant on vehicular borne customers, deliveries etc. 600 Family businesses in the Queen Vic Market.

Franklin Street is currently the major route for vehicular access to the market. Restricting car and truck access will have a significant impact on the basic fresh food business of the market.

These roads are major bus routes and carry large numbers of construction vehicles for the many projects planned for the next 15 years in the precinct and in the city generally.

The closure of Franklin Street east bound would completely disregard the Council's own policy on Road Discontinuance.*

2.6 Policy

Road discontinuance

The discontinuance of a road is viewed as a significant action because of the potential negative impacts the loss of legal access can cause parties and the public.

It is the policy of the Council that:

1. A road should not be discontinued without assessing:

- if that action results in an outcome contrary to the interests of the general public

- the requirements of the emergency service providers and statutory service authorities
- the effects on Council infrastructure and services
- the effects on abutting properties and buildings and their owners and occupiers
- the historic significance of the road (refer to comments below under the MPS).

David Legge

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

*

Name: * Mary-Lou Howie

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Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed road discontinuance of part of Franklin and part of Queen St

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

- The closure of Franklin Street lanes will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct.
- Redirecting the 600 vehicles per hour that can safely travel down Franklin Street eastbound to a single lane down A'Beckett Street will cause major traffic disruption at Dudley, William and Peel Streets followed by Queen Street into the QVM precinct.
- Currently, there are apartments and commercial premises built or in construction within the precinct that contain more than 3000 car spaces, adding to the congestion.
- There are 800+ businesses in the precinct that rely on delivery vehicles, couriers, trades people.
- Franklin, Queen, William and Dudley Streets are major bus routes that will be disrupted by the closures and re-routing of traffic into grid-locked streets.

- This vote may contravene the City of Melbourne's policy on community benefit of road closures.

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

*

Name: * Anna Petruzzelli

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Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I'm an employee and regular Queen Victoria Market customer. The proposal to close Franklin Street would be disastrous to my ability to access my place of work and for my clients to see me. Due to my job and position I am required to have a motor vehicle, closure of Franklin Street would limit my ability to get to work and with the increased traffic flow I am afraid of losing my job as the business I work for would most likely close.

I feel that the removal of the round about and pathway of greenery and trees leading to Flag staff gardens would impact my quality of life and negatively effect the wild life in the area.

Furthermore the Public transport infrastructure in the area is unable to maintain current volumes, Franklin Street carries many Bus' closure would limit Public transport infrastructure which needs more capacity. Closing a road prematurely is going to make the area unserviceable.

Using the argument about a heat island with the existing market car park falters when part of the plan is to take the open public space we own to be sold off to developers to erect towers which attract and reflect much more heat than a square car park which can have greenery and water features added as water features are one of the most efficient methods to reduce heat in urban environments.

Lastly the night market attracts queues of cars as many families and other people visit who wouldn't come due to many reasons like women not feeling safe on public transport and moving around to and from PTV at night.

I strongly urge you to not discontinue Franklin street or at the very least defer the decision till a better plan is created for the traffic issues in the area where the current car, trades ute, delivery van and truck can not be replaced by cycle or PTV.

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

*

Name: * Geoffrey Love

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Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: road discontinuance franklin st

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

i am writing to object to the proposal to discontinue roads around the QV.

This is just another piecemeal step in the ill conceived development plan for the market.

STOP. Draw breath. Consult properly with your main stakeholders, the stallholders and the market customers. Develop a plan around existing strengths. Stop developing for developings' sake.

I know this is a developers Council and Lord Mayor, thanks to the undemocratic gerrymander. I know you developers think you know whats best for us but I know you don't.

Melbourne's worst features are those that are developer driven a la Casey Council.

The QV is held in trust by you for the people of Victoria. It is bigger than you . You have mismanaged it and damaged it. Do not let its' destruction be your shameful legacy.

Please indicate Yes
whether you
would like to
address the Future
Melbourne
Committee or the
Submissions
(Section 223)
Committee in
support of your
submission:

*(No opportunity is
provided for
submitters to be
heard at Council
meetings.) **

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

*

Name: * Cheryl McKinna

Email address: * cherylm6@bigpond.net.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I live on the corner of Queen Street and Franklin Street and so my interest is as a voter, a local resident and frequent market shopper.

The decision on the proposed street closures should be deferred for the following reasons:

There is a risk that adopting the recommendation based on an incomplete and sometimes inaccurate traffic impact assessment will have unintended consequences for the QVM precinct generally and the operation of the market in particular.

Other points:

Council defer a decision on the discontinuance of Franklin Street and the narrowing of Queen Street that includes the removal of the Queen Street roundabout until a more complete traffic impact assessment has been provided to

address the following issues:

- Pedestrian motor vehicle conflicts at the entrance and exit of the Munro underground carpark that will lead to traffic congestion along Queen Street, Franklin Street (westbound) and A'Beckett Street
- Pedestrian, cyclist and motor vehicle conflicts at the intersection of William Street and A'Beckett Street
- The impact of vastly increased traffic volumes in A'Beckett Street rising from 120 vehicles per hour to more than 600 vehicles per hour
- The danger posed to motorists, cyclist and pedestrians by failing to install traffic signals for motorists wanting to enter and/or cross William Street at the intersection with A'Beckett Street
- The impact of reducing William Street from two lanes to one from the new Dudley intersection with expected vehicle queues to extend 1 km at peak periods.
- The failure to account for traffic volumes in the precinct at night during the Night Market and events in Market Square
- The failure to estimate traffic volumes using the new Little Franklin Street (westbound) to depart the QVM precinct, and/or park in the 500 space carpark in the Southern Development Site and the impact on local residents
- removing a large number of established trees that make a natural connection between the city and Flagstaff Gardens and supports a variety of birds will exacerbate the heat island effect, not reduce it

The lack of wider integration (bigger picture) is a symptom of the apparent pressure Cardno Pty Ltd was under to produce a Traffic Impact Assessment in two weeks (from car counting on October 19 to TIA sign off on November 1).

Cardno does concede that some key intersections within the QVM precinct eg Dudley & Peel are operating at near capacity now and are highly likely to exceed capacity as a result of the changes proposed to accommodate council's scheme to create the Southern Development Site and the Market Square.

One example: Cardno estimates that traffic heading east along Dudley Street towards Peel Street will experience a delay of 32 seconds in the morning peak. When the roundabout is replaced by traffic lights the expected delay according to Cardno will be 522 seconds (more than 8 1/2 minutes)! See Tale 5-3 on page 22.

Consider the adverse impact greatly increase traffic congestion on the mobility and quality of life of residents and businesses now and in the future. We live with traffic day and night in the QVM neighbourhood.

Cardno is arguing that making it more difficult for motorists, it will achieve council's objective of forcing motorists to catch public transport or become cyclists or walk.

This could be a form of social engineering not integrated transport management.

Increasing traffic congestion to force motorists to change their mode of transport (when some have no option, now or in the future), is a version of social engineering, not traffic management.

I would argue at the very least for Council to vote to defer their decision to account for all new traffic conditions, including the impact of the WestGate Tunnel, the new Metro stations and the high density residential and business construction in the precinct. There are more than 3000 car parks in residences and business, either built, planned or under construction with more to come.

Privacy acknowledgement: *

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

Name: *

Richard Grace

Email address: *

richardgrace@hotmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *

Council meeting

Date of meeting: *

Tuesday 10 December 2019

Agenda item title: *

5.1 Proposed road discontinuance of part of Franklin Street & part of Queen Street, Melbourne

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



[vote_to_defer_the_decision_on_road_discontinuance_10dec19.docx](#)

16.18 KB · DOCX

To All MCC Councillors

Council Meeting – 10 December 2019

Re. 5.1 Proposed Road Discontinuance of parts of Franklin & Queen Streets

Dear Sirs / Madams

Franklin Street Closure will affect thousands of residents and hundreds of businesses.

- The Melbourne City Council is voting on Dec. 10th to close off the 2 eastbound lanes of Franklin Street between William and Queen Streets. This is the road that currently accesses the Market car park.
- As local city residents in Franklin Street we're deeply disturbed with your plan to discontinue / close Franklin Street North. It is our major exit / entry avenue to & fro city to out suburbs – west, north, east & south as well onto Westgate-Princess Highway.
- Franklin St North is an essential roadway for many city residents and general public users, moreso with a large city-population increase in the foreseeable future. As such traffic mayhem will occur leading to much safety and health concerns to all types of users. The closure of Franklin Street 2 lanes East bound between William and Queen Streets will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct. Currently, there are apartments and commercial premises built or in construction within the precinct that contain more than 3000 car spaces, adding to the congestion. There are 800+ businesses in the precinct that rely on delivery vehicles, couriers, trades people. And do not forget the 600 Family businesses in the Queen Vic Market.
- The proposal is then to sell this land including the 155 public car parks as a Property Development site for the construction of a huge apartment building is very short-term thinking. The sale proceeds will be used to contribute to the overall precinct renewal plan. But no detail given. It simply defies common sense.
- It is very important to note that Council states that this plan was approved in 2014. However, the original traffic plan for the precinct that was approved by Council in 2014 to close Franklin Street was conditional on the creation of a "New Franklin Street" that would be built through the existing market car park. This fundamental aspect of the plan has changed. **The new Franklin Street is not being built!**
- There are currently 3 lanes of roads carrying traffic between William Street and Queen Street. The proposal is to close 2 of the 3 lanes and direct all traffic in a circuitous route down a single lane in A'Beckett Street. The traffic impact statement does not clearly address this issue. Up to 600 cars an hour travel down the existing Franklin Street. A 66% reduction in capacity will create grid lock in the wider area.
- William Street will become single lane and A'Beckett Street is single lane.
- This is the major access route for the new 500 space car park in the Munro site.
- Franklin Street is currently the major route for vehicular access to the market. Restricting car and truck access will have a significant impact on the basic fresh food business of the market.
- These roads are major bus routes and carry large numbers of construction vehicles for the many projects planned for the next 15 years in the precinct and in the city generally.

- This vote may contravene the City of Melbourne's policy on community benefit of road closures.

Yours Faithfully

Richard & Jackie Grace
Melbourne VIC 3000

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

*

Name: * Angela Panettieri

Email address: * angela@panettieri.com.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I wish to lodge an objection to the proposed discontinuance of part of Franklin Street and narrowing part of Queen Street, Melbourne. I hope that council will defer their decision on this item until after a new a traffic assessment has been provided to assess the new QVM redevelopment and not the old plan that was voted on 4–5 years ago.

I wish to object on the grounds that the proposed road changes will impact on the livability and amenity to the surrounding neighbourhood as well as the function of the market. The proposed road changes do not take in the changed traffic and living conditions of 2019 and beyond.

I live in Anthony Street which adjoins Franklin Street – and believe Anthony Street which is already under stress will attract more traffic. It is a very narrow 2 way street that at present functions as single lane only – it has traffic controls

in place to mitigate the already high demand for vehicular access.

Discontinuance of part of Franklin Street and narrowing part of Queen Street will also impede access other multi storey building in the area that have been built or currently under construction.

Thank you in advance for considering my above objections when making your decision.

Yours sincerely Angela Panettieri

Also behalf of the Owners Corporation Committee 6 Anthony Street Melbourne

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

*

Name: * Philip Rounsevell

Email address: * prounsevellgor@gmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

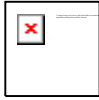
Date of meeting: * Tuesday 10 December 2019

Agenda item title: 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible. Please refer attached document.

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



[letter__city_of_melbourne__proposed_road_discontinuance_franklin_and_queen_streets__2019_dec_09.pdf](#)

93.89 KB · PDF

Letter from Phil Rounsevell

9 December 2019

Councilors
City of Melbourne
GPO Box 1603
Melbourne VIC 3001

By portal: <https://comdigital.wufoo.com/forms/rly4bj60tdagsg/>

Dear Councilors,

Meeting 10/12/2019

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street

Further to my letter dated 13 October to the Manager Conveyance and Legal, I write to you as an owner and resident of an apartment on the corner of Franklin and Queen Streets.

I request you delay a decision on this item until further and more complete traffic impact assessment has been complete on the basis that the current proposal will have unintended negative impact of residents, businesses and visitors to the area.

While Cardno Pty Ltd has completed some traffic studies, it has recognized it did not have adequate time to consider all aspects adequately.

I am concerned about the impact and reduced amenity the proposal will have on conflicts between pedestrians, cyclists, public transport and motor vehicles in Franklin, Queen, A'Beckett and William Streets as a consequence of significantly reduced roadways.

I am also concerned that no comparison has been made between the impact in accordance with the approved plan to connect Dudley Street directly through to Franklin Street at Queen Street and the current proposal.

I therefore request you delay the decision in relation to this proposal until further work has been completed.

I would be pleased to elaborate any of these points.

Yours sincerely

Philip C Rounsevell

Privacy acknowledgement: *

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

Name: *

Bernadette O'Connor

Email address: *

bmb.oconnor@gmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: *

Tuesday 10 December 2019

Agenda item title: *

5.1 proposed closure of Franklin Street

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I wish to tender my strong objection to the proposed closure of Franklin Street and removal of the Queens St Franklin St roundabout. This closure will have a devastating impact on the QVM and surrounding businesses as people like me who shop at the Market and then supermarkets close by will be unable to negotiate travel between businesses. It will be one nightmarish to negotiate A'Beckett St and get to where we need to go. This removal will further extend the death sentence you have decreed for the QVM as we know and love it.

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

*

Name: * Patricia ni Ivor

Email address: * pniivor@wordmap.com.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I has come to my attention that Council is scheduled to meet tomorrow on the road discontinuance of part of Franklin Street and part of Queen Street, Melbourne. As a resident of Franklin Street I am struck by the lack of meaningful consultation on this decision, the illogical, obscure and seemingly political reasons given by Council staff for the need to close these roads in an already congested through traffic area.

I work part-time (gig economy) in Carlton and North Melbourne and can only reach these workplaces by car. I am 73 years old, with poor mobility and needing to carry goods to these workplaces. Walking, bike-riding, public transport are not options for me. With these proposed changes I will need to drive into the CBD in order to get out of the fringe of the CBD to these neighbouring suburbs, taking at least twice as long to do so, and reducing my already poor hourly rate of income. This is an extreme consequence, limiting my employability and forcing me towards poverty.

My fellow residents have outlined numerous reasons for the decision to NOT be made before a proper traffic impact assessment can be made that takes into account all of the proposed development options around QVM.
Please delay this decision as a responsible action by Council.

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

*

Name: * Helen Hooper

Email address: * helenangelo@bigpond.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Helen Hooper and Angelo Giarrusso

Melbourne Vic 3000

9th December, 2019

To City of Melbourne Councillors

The closure of Franklin Street east bound between William and Queen Street will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct.

Up to 600 cars an hour travel down the existing Franklin Street. Closure of the east bound section of this street will create gridlock in the wider area.

William Street will become a single lane (travelling south) and A'Beckett Street, where it is proposed to divert traffic to the Queen Victoria Market, is already a single lane. This is the major access route for the new 500 space car park in the Munro site building. Safety considerations regarding traffic and pedestrians crossing these areas should also be addressed.

There are thousands of new apartments with car parks being constructed in the precinct. There are 800+ small businesses in the area that are dependent on vehicular borne customers and deliveries.

Franklin Street is currently the major route for vehicular access to the Queen Victoria Market. Restricting car and truck access will have a significant impact on the basic fresh food business of the Market.

These roads are major bus routes and also carry large numbers of construction vehicles for the many projects currently under construction and those planned for the future.

We respectfully submit that Council defer a decision on the discontinuance of part of Franklin Street and the narrowing of Queen Street that includes the removal of the Queen Street Roundabout until a more complete traffic impact assessment has been undertaken.

Yours sincerely,

Helen Hooper and Angelo Giarrusso

Privacy acknowledgement: *

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

Name: *

Mary Drost

Email address: *

drostmary@gmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *

Council meeting

Date of meeting: *

Monday 9 December 2019

Agenda item title: *

QUEEN VICTORIA MARKET

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Do not make the change to Franklin St that you suggest. That change will damage the viability of the Queen Victoria Market. the Queen Victoria Market is important to Melbourne and must be protected.

Privacy acknowledgement: *

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

Name: *

Margot Burrows

Email address: *

margot@workingwell.com.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *

Council meeting

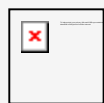
Date of meeting: *

Tuesday 10 December 2019

Agenda item title: *

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

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



[franklin_st_closure_submission_to_mcc.docx](#) 14.97 KB • DOCX

Submission to Melbourne City Council
Council Meeting 10/12/2019

Agenda item:

5.1 Discontinuation of part of Franklin Street and part of Queen Street, Melbourne

I am writing as a resident and property owner at 6/191 Franklin Street, Melbourne to implore you as Councillors to reject the recommendation to proceed with a discontinuance of part of Franklin Street and part of Queen Street, Melbourne.

Councillors will be asked to accept a recommendation which is based on incomplete, hasty and inaccurate traffic assessments and this will result in unintended consequences for the area and will have an adverse impact on residents. Councillors who rely on poor information to make far-reaching decisions risk making decisions which will lead to a disastrous legacy affecting residents and users of the QVM for years to come.

My objections are consistent with a detailed written submission made by fellow Melbourne Terrace Apartment residents and others, and arguments which have been further outlined in meetings with individuals and committees involved in the planning process.

In summary, my objections to the proposed discontinuation of parts of Franklin and Queen streets are as follows:

1. Current traffic impact assessments do not address expected pedestrian/motor vehicle/bicycle conflicts at several intersections nor the increased intensity and congestion of all traffic (foot, motor, cycle) as a consequence of narrowing several roads and not installing traffic signals.
2. Vastly increased traffic volumes in A'Beckett Street, rising from 120 vehicles per hour to over 600 vehicles per hour.
3. Destroying a large number of established trees as a consequence of removing the small park in the roundabout at the Queen St/Franklin St intersection. This is not consistent with other MCC policies about 'greening' the CBD.
4. Lack of consideration and safeguarding of the architectural heritage values of the Melbourne Terrace Apartment building which has received the Enduring Architecture Award and abandoning any prospect of creating an impressive and welcoming entrance to the QVM area from the city and the Flagstaff Gardens.

I urge you as Councillors to reject the recommendation to proceed with the discontinuation of parts of Franklin and Queen streets. I understand that you have to make many decisions and in doing this have to rely on the advice of Council officer staff, however, as elected representatives of community members, Councillors should also be alert and responsive to the concerns of residents in the neighbourhoods which will be directly impacted by your decisions.

Margot Burrows

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

*

Name: * Paul Cherednichenko

Email address: * paul.cherednichenko@gmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * Item 5.1 Proposed road discontinuance of part of Franklin St and part of Queen St Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

We are concerned that Councillors have not been fully briefed on the impact of these latest proposed changes to Franklin St and Queen St and needs answers to the following:

There are no contingency plans for traffic gridlock (including visitor and trader vehicles).

Visitors will find it more difficult to access the market and visitations will drop off. To be fully compliant for this activity, plans need to be put in place to measure visitations.

The safety of visitors by car, bike and pedestrians will be compromised under these conditions. Children and families using the green space will be at risk. There is no plan in place to deal with this type of scenario.

Also, children being dropped off at the childcare centre will need additional safety measures put in place as normal drop off is within a short period of time and results in congestion.

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

*

Name: * Elizabeth Bodsworth

Email address: * egbodsworth@gmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street Melbourne

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

Geoffrey and Elizabeth Bodsworth

Melbourne Vic 3000

9 December, 2019

City of Melbourne Councillors

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne.

We request that Council defer a decision on the discontinuance of Franklin Street and the narrowing of Queen Street

and the removal of the Queen Street roundabout until a more complete traffic impact assessment has been provided to address the following issues:

- It will lead to traffic congestion along Queen Street, Franklin Street (westbound) and A'Beckett Street.
- The impact of vastly increased traffic volumes in A'Beckett Street
- Account for traffic volumes in the precinct at night during the Night Market and events in Market Square.
- Consider the adverse impact greatly increases traffic congestion on the mobility and quality of life of residents and businesses now and in the future. We live with traffic day and night in the QVM neighbourhood.

We support the redevelopment of the market to continue to offer a well-established fresh produce and variety market. However, most people want to drive and park as close to the market as possible. We are concerned about the proposed lack of vehicle access for the number of vehicles that will continue to go to and from the market via the surrounding streets and will lead to more traffic congestion and safety issues between cars and pedestrian access throughout the Queen Victoria Market neighbourhood. Closing roads and reducing multiple two-lane roads into a single lane road will make the market less accessible to market customers.

The proposal does not enhance the amenity of our neighbourhood. We live in Anthony Street which is a narrow connecting street between Franklin Street and A'Beckett Street to the Queen Victoria Market with very little car traffic and occasional pedestrian traffic. We are concerned that with the closure of Franklin Street from William Street to Queen Street, the traffic in Anthony Street will increase to an unacceptable level due to vehicles seeking an alternate route to the QVM from A'Beckett Street.

Yours sincerely

Geoffrey and Elizabeth Bodsworth

egbodsworth@gmail.com

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



[5.1_proposed_road_discontinuance_g_and_e_bodsworth.docx](#) 15.02 KB · DOCX

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

Geoffrey and Elizabeth Bodsworth
1/9-13 Anthony Street
Melbourne Vic 3000
9 December, 2019

City of Melbourne Councillors

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne.

We request that Council defer a decision on the discontinuance of Franklin Street and the narrowing of Queen Street and the removal of the Queen Street roundabout until a more complete traffic impact assessment has been provided to address the following issues:

- It will lead to traffic congestion along Queen Street, Franklin Street (westbound) and A'Beckett Street.
- The impact of vastly increased traffic volumes in A'Beckett Street
- Account for traffic volumes in the precinct at night during the Night Market and events in Market Square.
- Consider the adverse impact greatly increases traffic congestion on the mobility and quality of life of residents and businesses now and in the future. We live with traffic day and night in the QVM neighbourhood.

We support the redevelopment of the market to continue to offer a well-established fresh produce and variety market. However, most people want to drive and park as close to the market as possible. We are concerned about the proposed lack of vehicle access for the number of vehicles that will continue to go to and from the market via the surrounding streets and will lead to more traffic congestion and safety issues between cars and pedestrian access throughout the Queen Victoria Market neighbourhood. Closing roads and reducing multiple two-lane roads into a single lane road will make the market less accessible to market customers.

The proposal does not enhance the amenity of our neighbourhood. We live in Anthony Street which is a narrow connecting street between Franklin Street and A'Beckett Street to the Queen Victoria Market with very little car traffic and occasional pedestrian traffic. We are concerned that with the closure of Franklin Street from William Street to Queen Street, the traffic in Anthony Street will increase to an unacceptable level due to vehicles seeking an alternate route to the QVM from A'Beckett Street.

Yours sincerely
Geoffrey and Elizabeth Bodsworth
egbodsworth@gmail.com

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

*

Name: * M Laurie

Email address: * mlaurie3043@gmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * VOTE TO DEFER THE DECISION ON ROAD DISCONTINUANCE. 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

- The closure of Franklin Street lanes will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct.
- Redirecting the 600 vehicles per hour that can safely travel down Franklin Street eastbound to a single lane down A'Beckett Street will cause major traffic disruption at Dudley, William and Peel Streets followed by Queen Street into the QVM precinct.
- Currently, there are apartments and commercial premises built or in construction within the precinct that contain more than 3000 car spaces, adding to the congestion.
- There are 800+ businesses in the precinct that rely on delivery vehicles, couriers, trades people.
- Franklin, Queen, William and Dudley Streets are major bus routes that will be disrupted by the closures and re-routing of traffic into grid-locked streets.

· This vote may contravene the City of Melbourne's policy on community benefit of road closures.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee or the
Submissions
(Section 223)
Committee in
support of your
submission:

*(No opportunity is
provided for
submitters to be
heard at Council
meetings.) **

Privacy acknowledgement: *

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

Name: *

Miriam Faine

Email address: *

gvmfriends@gmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

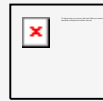
Date of meeting: *

Tuesday 10 December 2019

Agenda item title: *

Item 5.1 and 6.3 regarding QVM

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



[2019_12_10_foqvm_submission_to_council...docx](#) 448.22 KB ·

DOCX

'to keep QVM alive as a functioning every day shopping space for all people in the Melbourne community. '

Re: Proposed discontinuance of part of Franklin St & Queen St, Melbourne (Item 5.2) and Market Square (Item 6.3)

The FOQVM submit that these linked proposals are ill considered and should be refused.

1. Public access to the market will be restricted by closing off and building over Queen Street and Franklin Street.

The reason for these moves is not to renew the market but to facilitate the construction of yet another huge tower block on Franklin Street to the south of the market, and to build huge depots and loading bays on Queen St in the centre of the market.

2. The revised Market Renewal Plans are still at the development stage. This means that this application is premature.

- According to the Council's policy on road discontinuance, adopted on 30 May 2017, Part 2.6 details the matters that Council should assess in considering whether a road ought to be discontinued and there is a policy requirement for public consultation as to the benefits or risks to the public of any discontinuance.
- In this case the revised Renewal Plans are not yet finalized. This means they cannot be made available to the public, nor has there been any public consultation regarding their scope, so it is not yet possible to assess either the benefits or the risks.
- This proposal is therefore inconsistent with the Council's own policy given that the plans are not yet settled.

2. Proposals for closing and enclosing of Queen Street will change the market beyond recognition. Queen Street is the main artery of the market & access to Queen Street is essential for the to and fro of the market – both for traders and customers.

- Closing off of Queen St as a thoroughfare will materially damage the traders' businesses and their livelihoods. It is a direct attack on the traditional operation of the market, which is dependent on vehicular traffic in the market as traders trade out of their vehicles.
- It will also impede easy access to the market for customers. While it is estimated more than 50% of shoppers come by car, FOQVM know that these customers generate considerably more than 50% of the market business and also return week after week. Replacing car access with pedestrian and bike access will lead to the loss of these customers and risks the economic survival of

President: Mary-Lou Howie Secretary: Miriam Faine

Like our Facebook page: Friends of Queen Victoria Market

the market. The changes foreshadow the loss of easy access to market car parking for customers. We note that every other shopping centre in Melbourne has easy car access and in most cases, offers free or cheap convenient parking.

- These changes will destroy the social heritage of the market. In effect, they mean fencing off the market so the remaining traders ultimately become a backdrop to the proposed market square (site of the existing car park) & to the events scheduled in the square and adjacent sheds.

- Closing off Queen Street to build 3 storey high storage depots (the Queens Corner Building) means limiting the heritage sight lines across the open market sheds.

- Closing off Queen Street to build large storage depots (the Queens Corner Building), will restrict the open flow of customers & their access to the sheds.

3. The existing market, arguably the most successful public space in Melbourne, is being sacrificed in order to achieve an unnecessary new public event space and yet another skyscraper.



Melbourne doesn't need another Fed Square. It does need to preserve its biggest tourist attraction, a traditional, sustainable, uniquely Melbourne market. **The current market functions precisely as a large, interesting public space** with free access for all people in the Melbourne community; an egalitarian space where all demographics mingle and meet.

The market cannot survive in its current form without free vehicle access both within and to the market. Is this what Council really wants? To change Melbourne's major tourist attraction beyond recognition?

The Friends of QVM Inc
gvmfriends@gmail.com

'to keep QVM alive as a functioning every day shopping space for all people in
the Melbourne community. '

Dr Miriam Faine, Secretary, FOQVM

President: Mary-Lou Howie Secretary: Miriam Faine
Like our Facebook page: Friends of Queen Victoria Market

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

*

Name: * Marisa Wilkins

Email address: * marisa@internode.on.net

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Marisa R Wilkins

Melbourne Vic 3000

10 December, 2019

City of Melbourne Councillors

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

I wish to express my concern about proposed road discontinuance of part of Franklin Street and by narrowing Queen Street, Melbourne. This also includes the removal of the Queen Street roundabout.

I propose that Council defer a decision on the discontinuance of Franklin Street and the narrowing of Queen Street that includes the removal of the Queen Street roundabout until a more complete traffic impact assessment has been provided to address the issues concerning the vastly increased traffic of motor vehicles and pedestrians:

Traffic Volumes

- " The impact of vastly increased traffic volumes in A'Beckett Street rising from 120 vehicles per hour to more than 600 vehicles per hour.
- " The impact of reducing William Street from two lanes to one from the new Dudley intersection with expected vehicle queues to extend 1km at peak periods.
- " The failure to account for traffic volumes in the precinct at night during the Night Market and events in Market Square.
- " The failure to estimate traffic volumes using the new Little Franklin Street (westbound) to depart the QVM precinct, and/or park in the 500 space carpark in the Southern Development Site and the impact on local residents
- " The failure to take into account for all new traffic conditions (including the impact of the West Gate Tunnel, the new Metro, and the high density residential and business construction in the precinct.
- " The failure to take into account the adverse impact of the greatly increased traffic congestion on the mobility and quality of life of residents and businesses now and in the future in the QVM neighbourhood. There are more than 3000 car parks in residences and business, either built, planned or under construction with more to come.

Pedestrians

- " Pedestrian motor vehicle conflicts at the entrance and exit of the Munro underground carpark that will lead to traffic congestion along Queen Street, Franklin Street (westbound) and A'Beckett Street
- " Pedestrian, cyclist and motor vehicle conflicts at the intersection of William Street and A'Beckett Street
- " The danger posed to motorists, cyclist and pedestrians by failing to install traffic signals for motorists wanting to enter and/or cross William Street at the intersection with A'Beckett Street

Yours sincerely

Marisa R Wilkins

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

*

Name: * Gab Pretto

Email address: * gabriella.pretto@vu.edu.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: Discontinuance of Franklin street

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Re the discontinuance of Franklin St & the removal of the Queen/Franklin St roundabout leading to the market
PLEASE DEFER THE DECISION ON ROAD DISCONTINUANCE.

- The closure of Franklin Street lanes will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct.
- Redirecting the 600 vehicles per hour that can safely travel down Franklin Street eastbound to a single lane down A'Beckett Street will cause major traffic disruption at Dudley, William and Peel Streets followed by Queen Street into the QVM precinct.
- Currently, there are apartments and commercial premises built or in construction within the precinct that contain

more than 3000 car spaces, adding to the congestion.

- There are 800+ businesses in the precinct that rely on delivery vehicles, couriers, trades people.
- Franklin, Queen, William and Dudley Streets are major bus routes that will be disrupted by the closures and re-routing of traffic into grid-locked streets.
- This vote may contravene the City of Melbourne's policy on community benefit of road closures.

Privacy acknowledgement: *

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

Name: *

Katherine Greening

Email address: *

rkdomino@bigpond.net.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *

Council meeting

Date of meeting: *

Tuesday 10 December 2019

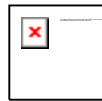
Agenda item title: *

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Please see attached file

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



[greening_domino_request_for_deferrment_of_decision.pdf](#)

69.60 KB · PDF

City of Melbourne Councillors
Melbourne City Council
GPO Box 1603
Melbourne VIC 3001

Melbourne 3000

10 December 2019

By email

RE: ITEM 5.1 PROPOSED ROAD DISCONTINUANCE OF PART OF FRANKLIN STREET AND PART OF QUEEN STREET, MELBOURNE

Dear Councillors,

We refer to our submission dated 17 October 2019 objecting to the City of Melbourne's proposal to discontinue part of Franklin and Queen Street, Melbourne and the subsequent decision by your Submissions Committee that recommends for the proposal to proceed.

We now request the Council defer its vote until it has had the opportunity to fully consider the proposal, including the revised business case for the redevelopment of the QVM. We understand that the business case is due to be delivered in February 2020.

We make the following key points:

- The plan approved in 2014 by Council has changed, including major elements of the QVM with some (elements) now "back at the drawing board".
- Your decision should be made in in the context of the "bigger picture", noting that there is a range of issues that will have detrimental impact on new traffic conditions. These include: the impact of the West Gate Tunnel, the new Metro and the high-density residential and business construction in the precinct.
- The Council's vote should be deferred to allow its decision to account for all new traffic conditions.

We consider the existing proposal to be at odds with Council's *Road discontinuance and sale policy* regarding Section 2.6 of the Policy that states that in assessing a closure (or discontinuance) of a road, the following must be addressed:

- *if that action results in an outcome contrary to the interests of the general public;*
- *the requirements of the emergency service providers and statutory service authorities;*
- *the effects on Council infrastructure and services;*
- *the effects on abutting properties and buildings and their owners and occupier; and*
- the historic significance of the road.

Accordingly, for Council to consider and vote on the proposal would be negligent and have far reaching consequences that will detrimental to the City.

Yours faithfully

For Katherine Greening and Ralph Domino

Privacy acknowledgement: *

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

Name: *

Ralph Domino

Email address: *

rkdomino@bigpond.net.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *

Council meeting

Date of meeting: *

Tuesday 10 December 2019

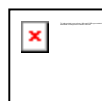
Agenda item title: *

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

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See attached file

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[greening_domino_request_for_deferrment_of_decision.pdf](#)

69.60 KB · PDF

City of Melbourne Councillors
Melbourne City Council
GPO Box 1603
Melbourne VIC 3001

Melbourne 3000

10 December 2019

By email

RE: ITEM 5.1 PROPOSED ROAD DISCONTINUANCE OF PART OF FRANKLIN STREET AND PART OF QUEEN STREET, MELBOURNE

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We now request the Council defer its vote until it has had the opportunity to fully consider the proposal, including the revised business case for the redevelopment of the QVM. We understand that the business case is due to be delivered in February 2020.

We make the following key points:

- The plan approved in 2014 by Council has changed, including major elements of the QVM with some (elements) now "back at the drawing board".
- Your decision should be made in in the context of the "bigger picture", noting that there is a range of issues that will have detrimental impact on new traffic conditions. These include: the impact of the West Gate Tunnel, the new Metro and the high-density residential and business construction in the precinct.
- The Council's vote should be deferred to allow its decision to account for all new traffic conditions.

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- *if that action results in an outcome contrary to the interests of the general public;*
- *the requirements of the emergency service providers and statutory service authorities;*
- *the effects on Council infrastructure and services;*
- *the effects on abutting properties and buildings and their owners and occupier; and*
- the historic significance of the road.

Accordingly, for Council to consider and vote on the proposal would be negligent and have far reaching consequences that will detrimental to the City.

Yours faithfully

For Katherine Greening and Ralph Domino

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

*

Name: * Anne Horrigan-Dixon

Email address: * annehorrigandixon@gmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed discontinuance of part of Franklin St & part of Queen St, Melbourne

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear Mayor and Councillors

Please vote to defer the decision on age road closure near Queen Vic Market

I live in North Fitzroy and use the market and move through this area frequently. This is a very important decision and will impact people visiting this immediate area and people coming into the City of Melbourne.

As part of Plan Melbourne 2017–2050 the 20 minute neighbourhood is so important to a vibrant Melbourne. One of our great assets is our very personal and dynamic shopping precincts where people can access essential for everyday living. The personal shopping experience, the reduction in isolation people experience in this way of shopping

impacts the community and builds the community. Ewe don't want just the impersonal supermarket experience which does nothing for wellbeing. The QV market area is such an important part of the shopping for fresh food and other products for inner city Melbournians and builds community. .

lease vote to defer this item tonight.

The closure of Franklin Street lanes will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct.

Redirecting the 600 vehicles per hour that can safely travel down Franklin Street eastbound to a single lane down A'Beckett Street will cause major traffic disruption at Dudley, William and Peel Streets followed by Queen Street into the QVM precinct.

Currently, there are apartments and commercial premises built or in construction within the precinct that contain more than 3000 car spaces, adding to the congestion.

There are 800+ businesses in the precinct that rely on delivery vehicles, couriers, trades people.

Franklin, Queen, William and Dudley Streets are major bus routes that will be disrupted by the closures and re-routing of traffic into grid-locked streets.

This vote may contravene the City of Melbourne's policy on community benefit of road closures.

Yours sincerely Anne Horrigan-Dixon OAM

North Fitzroy 3068

Jody Brodribb

From: Wufoo <no-reply@wufoo.com>
Sent: Tuesday, 10 December 2019 9:59 AM
To: CoM Meetings
Subject: Council and Committee meeting submission form [#2796]

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

Name: * Catherina Toh

Email address: * cewth@bigpond.net.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: * 5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

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



[submission_to_council_item_5.1_franklin_st_and_queen_st_20191210.pdf](#)

153.11 KB · PDF

Catherina Toh & Antony Tobin

Melbourne VIC 3000

10 December 2019

To: City of Melbourne Councillors

By online submission: comdigital.wufoo.com/forms/rly4bj60tdagsg

5.1 Proposed road discontinuance of part of Franklin Street and part of Queen Street, Melbourne

We are part of a group of concerned residents and market shoppers and supporters who have made submissions to the Council on the proposed road discontinuance for Franklin & Queen Streets.

We again submit that the recommendation that is made to Council to approve this discontinuance is based on an incomplete and, in some parts, inaccurate traffic impact assessment as well as an assumption that this is an outcome already agreed by Council and will have severe negative unintended consequences for the QVM precinct generally and the operation of the market in particular. Council is on notice from numerous submissions of the lack of proper investigations and assessments that support this (apparently forgone) recommendation and should not proceed to approve this very significant decision without further complete and thorough due diligence.

We submit that Council defer a decision on the discontinuance of Franklin Street and the narrowing of Queen Street that includes the removal of the Queen Street roundabout until a more complete traffic impact assessment has been provided to address the following issues:

- Pedestrian motor vehicle conflicts at the entrance and exit of the Munro underground carpark that will lead to traffic congestion along Queen Street, Franklin Street (westbound) and A'Beckett Street
- Pedestrian, cyclist and motor vehicle conflicts at the intersection of William Street and A'Beckett Street
- The impact of vastly increased traffic volumes in A'Beckett Street rising from 120 vehicles per hour to more than 600 vehicles per hour
- The danger posed to motorists, cyclist and pedestrians by failing to install traffic signals for motorists wanting to enter and/or cross William Street at the intersection with A'Beckett Street
- The impact of reducing William Street from two lanes to one from the new Dudley intersection with expected vehicle queues to extend 1km at peak periods.
- The failure to account for traffic volumes in the precinct at night during the Night Market and events in Market Square
- The failure to estimate traffic volumes using the new Little Franklin Street (westbound) to depart the QVM precinct, and/or park in the 500 space carpark in the Southern Development Site and the impact on local residents

Council's limited high level assessment by Cardno notes that some key intersections within the QVM precinct (e.g. Dudley & Peel Streets) are operating at near capacity now and are highly likely to exceed capacity as a result of the changes proposed to accommodate Council's scheme to create the Southern Development Site and the Market Square.

In greatly increasing traffic congestion in the QVM precinct, Council will be adversely affecting the mobility, quality of life and health and safety of residents and businesses now and in the future. Attempting to force residents, traders and business owners and customers to change their mode of transport by making it impossible to access the QVM precinct by personal vehicles is not good public

Catherina Toh & Antony Tobin

Melbourne VIC 3000

policy especially as this method also adversely impacts on public health and safety and the viability of businesses in the precinct. Council's decision will be a double hit on QVM traders – making it difficult, more time consuming and stressful to have supplies delivered and turning away customers away, who have for many years shopped weekly at the market and need a car to carry their purchases home.

We submit and request Council at the very least to vote to defer their decision to account for all new traffic conditions including the impact of the WestGate Tunnel, the new Metro, and the high density residential and business construction in the precinct.

Yours sincerely

Catherina Toh & Antony Tobin

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

*

Name: * S H

Email address: * stephenahatcher@hotmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: Queen Vic Market

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

- The closure of Franklin Street lanes will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct.
- Redirecting the 600 vehicles per hour that can safely travel down Franklin Street eastbound to a single lane down A'Beckett Street will cause major traffic disruption at Dudley, William and Peel Streets followed by Queen Street into the QVM precinct.
- Currently, there are apartments and commercial premises built or in construction within the precinct that contain more than 3000 car spaces, adding to the congestion.
- There are 800+ businesses in the precinct that rely on delivery vehicles, couriers, trades people.
- Franklin, Queen, William and Dudley Streets are major bus routes that will be disrupted by the closures and re-routing of traffic into grid-locked streets.

· This vote may contravene the City of Melbourne's policy on community benefit of road closures.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee or the
Submissions
(Section 223)
Committee in
support of your
submission:

*(No opportunity is
provided for
submitters to be
heard at Council
meetings.) **

-----Original Message-----

From: Anna C

Sent: Tuesday, 10 December 2019 10:07 AM

To: City of Melbourne; Site Services; Planning

Subject: Re Item 5.1 Proposed discontinuance of part of Franklin St & part of Queen St, Melbourne

10th December, 2019

To whom it may concern

Please note my objection to the following:

The closure of Franklin Street lanes will have a significant negative impact on the quality of life for thousands of residents and hundreds of businesses in the Queen Victoria Market Precinct.

Redirecting the 600 vehicles per hour that can safely travel down Franklin Street eastbound to a single lane down A'Beckett Street will cause major traffic disruption at Dudley, William and Peel Streets followed by Queen Street into the QVM precinct.

Currently, there are apartments and commercial premises built or in construction within the precinct that contain more than 3000 car spaces, adding to the congestion.

There are 800+ businesses in the precinct that rely on delivery vehicles, couriers, trades people. Franklin, Queen, William and Dudley Streets are major bus routes that will be disrupted by the closures and re-routing of traffic into grid-locked streets.

This vote may contravene the City of Melbourne's policy on community benefit of road closures.

Privacy acknowledgement: *

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

Name: *

Mary-Lou Howie

Email address: *

howie.marylou@gmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: *

Tuesday 10 December 2019

Agenda item title: *

6.3 QVM precinct renewal: community engagement on future uses & activities for Market Square

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



[submission_com_council_meeting_10_dec_2019.docx](#) 855.14 KB

• DOCX

Submission to CoM Council Meeting 10 Dec 2019
re Item 6.3: QVM precinct renewal: community engagement on
future uses & activities for Market Square

At this critical moment in the Renewal of QVM, on behalf of Friends of Queen Victoria Market (FOQVM), I write to you on two crucial and interrelated matters.

Issue 1.

Tomorrow night Council is to consider (Agenda item 6.3) the results of a survey designed to determine the future uses on the proposed QVM open space (Market Square).

In Key Issues 8.3 I note “*some opposition to the removal of the current open car parking*”. Regrettably, the option of flexible use of the Open Space for parking (ie. genuinely ‘flexible’ open-space) was not canvassed in the survey. This omission may perhaps have arisen because of Council's earlier decision to reject People’s Panel. Recommendation 3 (parking) .

Given that parking remains THE critical issue in the re-vamped QVM Renewal Plan for traders and the market community, now is the moment for Council to re-visit this earlier decision, specifically the People’s Panel Recommendation 3 and in doing so demonstrate its good faith with traders and the market community.

Recommendation 3 states: “ *In addition to the 500 car parks in the Munro site, maintain 500 car parks in the existing location with the remainder of the car park land to be repurposed into open space.*”

The description outlines the rationale for this recommendation: improved flow into the market (essential to market trade); greening and beautifying for flexible use e.g. events on non-market days; review usage as required based on thorough research of customer demand for parking; introduction of a validation system to ensure exclusive use for market customers; traders to continue to park within their stalls. (see attached Recommendation 3 below)

The People’s Panel, initiated by the Lord Mayor, was to ‘*enable community members to participate in democratic decision-making and planning processes that have a public impact*’. ‘*....will play a key role in shaping critical market infrastructure ... deliberating on the delivery and location of facilities to ensure the market has a viable and flourishing future.*’ (People’s Panel introductory handbook). The Lord Mayor, in her introductory speech to Panel

members emphasised that '*everything was on the table*', denoting a receptive council. The People's Panel members sacrificed a considerable amount of time and effort, they participated in good faith and expected the Council to do the same. By immediately rejecting a key recommendation, Council cast the entire People's Panel process into disrepute and the process was perceived widely as merely a 'tool' to advance the Council's own agenda.

The City of Melbourne and the Capp Council are inextricably tied to the People's Panel initiative and at this point it has the opportunity to re-gain the trust of a very jaded and disillusioned QVM community that has lost faith in the current Council leadership.

Council now has the opportunity going forward to incorporate '*variations*' in the QVM Renewal this week as it considers the Market Charter identifying multiple uses of the proposed Market Square which can be both 'green', AND can permit 'flexible' use of the space including customer and trader parking. Flexible use also means, of course, that over time, with thorough research into demographic and customer profile changes in the city that use of this open green space can change. (as per Recommendation 3)

Decisions around the Market Charter provides a rare opportunity, a special moment in time in a long, and at times ugly struggle for the viability of QVM commenced so many years ago.

Creating a flexible, softened and green open space which includes a significant proportion of space allocated to parking for QVM traders and customers when the day market is in operation is the key.

In addition - the economic benefits of retaining parking are obvious in relation to income profit derived from QVM parking fees and support for trade. Given the escalating cost of QVM Renewal and the consequent decline of QVM profitability since the commencement of the renewal process, the role of parking as a contributory factor is obvious. A fiscally prudent Council simply cannot ignore this factor. In denying the key role of parking on this Open Space, Council is in effectively acquiring a QVM asset which is historically central to market operations and in fact has sustained its entire business model.

On this matter Friends of Queen Victoria Market now request that Council amend the Motion 6.3 to include **specific reference** in the Market Charter to the requirement that a significant proportion of the Open Space be allocated to flexible parking for QVM traders and customers when the market is in operation.

Issue 2.

Re conditions within the agreement between the CoM and the State Government on QVM

In the past, over several years, there has been persistent reference made by Council to the contractual constraints on QVM Renewal design arising from conditions in the 2014 Agreement imposed by the State Government. eg the re-location of Franklin St, the re-purposing of the current QVM car park into open space, and the 'transfer' or exchange of the 'Southern Site' to the CoM.

Recent communication on these constraints between FOQVM with the Assistant Treasurer's office provided clarification on these constraints said to be in the 2014 Agreement between the CoM and the State Government (see letter below dated 23 October).

Minister Scott states in paragraph 4 *'there are ongoing discussions between the parties to the agreement (2014) regarding variation of some of the deliverables'*. The crucial *'deliverable'* is at this point in the QVM Renewal Plan being what is defined as 'open space'. The State Government is not prescriptive about what may constitute 'open space'. The State Government does not require the CoM to replicate the design of other public gardens and does not exclude flexible use of the open space - which must be remembered is crucial to support and enhance QVM trade. The State Government makes NO reference to the exclusion of flexible parking arrangements related to QVM requirements for this public open space - which was formerly a QVM asset.

In summary - a positive way forward for both the Council and the QVM community has presented itself:

Council clearly has the power to act in a way which is consistent with the Recommendations of the People's Panel, specifically Recommendation 3 (about QVM parking), the ONLY recommendation to be rejected by Council.

A pivotal opportunity has opened up for Council to demonstrate good faith with QVM traders and the market community of Melbourne in relation to the Market Charter and the green flexible design.

Friends of Queen Victoria Market now urges Council to demonstrate its integrity in relation to the viability of Queen Victoria Market by recognising unequivocally that at-grade parking in the Open Space is a necessity order to sustain the viability to the DAY market at QVM and as such, flexible use of the public open space is the key.

Please find below the correspondence between Minister Scott and FOQVM and Recommendation 3 of the People's Panel.

Yours sincerely,

Mary-Lou Howie

Mary-Lou Howie
President Friends of Queen Victoria Market Inc
Tel: 0401 811 893

www.facebook.com/FriendsofQueenVictoriaMarket



Robin Scott MP

Assistant Treasurer
Minister for Veterans

1 Macarthur Street
Melbourne Victoria 3002
Telephone: +61 3 7005 8911
DX210759

Ms Mary-Lou Howie
President
Friends of Queen Victoria Market Inc

Email: Howie.marylou@gmail.com

Dear Ms Howie

QUEEN VICTORIA MARKET REDEVELOPMENT

Thank you for your email dated 16 September 2019, addressed to the Minister for Planning (raising concerns about the future of the at-grade car park at the Queen Victoria Market Market).

The Minister for Planning has referred your email to me as this matter falls under my portfolio responsibilities, noting that I am a party to the agreement between the Government and Melbourne City Council (Council) related to the redevelopment of the Market.

In September 2014, the government of the day and the Council entered into an agreement specifying the various obligations of the parties to facilitate significant improvements to the Market. This agreement includes the development of a new public open space, replacement of 720 car spaces elsewhere in the Market precinct.

The commitments in the 2014 agreement remain in place, noting that there are ongoing discussions between the parties to the agreement regarding variations to some of the deliverables including the timing of these works. These variations will be reflected in a new agreement.

I can confirm that the replacement of the existing at-grade car park remains a key element of the Council's plans to revitalise the Market and has the Government's support.

It will be a matter for Council to manage both trader and community expectations related to car parking at the Market and I encourage you to engage with Council in this regard.

Yours sincerely

Robin Scott MP
Assistant Treasurer

23 OCT 2019

Street side) with the remaining land to be repurposed into open space.

Description:

1. Improved flow into split parking facilities (Munro & existing) resulting in improved flow into the market
2. Greening and beautifying the at grade car park plus 500 spaces. This greened car park could be used flexibly for the night market, and other events on non-market days.
3. Principle is that council revisit and reduce parking as required (based on a thorough review of current customer demand for parking and car use in city, and changing customer profiles).
4. Council to introduce a easy-to-use parking validation system (at visitor hub) for car parking to ensure QVM car park is not being used by city workers (or other people who are not shopping at the QVM).
5. Traders should continue to park within their stalls, or provision should be made in the southern development site.

Rationale/Reasoning:

- Flexible space
- Less disruption than underground option
- Customer friendly, with choice of above and below ground (Munro) car parking options
- Economically viable
- Flexible for low cost changes in the future.
- In line with supporting the cultural heritage of the market as we know it
- Ability to use this beautified car park and green open area for cultural and social events outside of core/day market hours
- Validating parking will ensure that only QVM customers park in the market
- Does not disrupt the cemetery
- Customer flow as we know it maintained

Privacy acknowledgement: *

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

Name: *

CG Hughes

Email address: *

catehughes@iinet.net.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *

Council meeting

Date of meeting: *

Tuesday 10 December 2019

Agenda item title: *

Agenda item 6.3

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

"A moderate number of respondents commented about access to Market Square and surrounding areas. Several comments suggested that Market Square should be easily accessible for everyone, including by public transport, private vehicles, bicycles and on foot."

IMPORTANT: DO NOT forget access for, and accommodation of motorcycle and scooter riders, many who are regular commuters, live locally, and are the future of minimal impact electric vehicles.

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

*

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Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 10 December 2019

Agenda item title: 6.6 2020 City of Melbourne Business Mission to China and Japan Update

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Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear City of Melbourne Meeting Group

This is a written submission in regards to Agenda Item 6.6 2020 City of Melbourne Business Mission to China and Japan Update . This is an important mission to China and Japan, and it is appropriate that three Councillors travel with the Lord Mayor. Tremendous opportunities occur because of the time and investment taken by Councillors and Council officers travelling overseas attending important business meetings. These trips are important in a social and cultural context, strengthening ties between participants. Melbourne is an international city and it is appropriate that Councillors travel overseas to increase their knowledge and skills, bringing this back to Melbourne to make a brighter and better future for its citizens.

Best regards

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