

Management report to Council

Agenda item 6.4

Creating New Public Open Space and Road Discontinuance in Kensington

Council

Presenter: Ian Shears, Manager Urban Landscapes

25 November 2014

Purpose and background

1. The purpose of this report is to advise Council of submissions received in response to two matters pertaining to the proposed creation of new public open space in Kensington.
2. The first matter is the proposed discontinuance of portions of Eastwood Street and Rankins Road, Kensington (refer Attachment 2) pursuant to the provision of sections 189(4), 206(1) and clause 3 of schedule 10 of the *Local Government Act 1989*, in order to create public open space in Kensington.
3. The discontinuance was advertised by public notice as an outcome of the Future Melbourne Committee meeting held on 10 June 2014. At the meeting, the Committee endorsed the landscape plan proposing to expand Eastwood and Rankins Road Reserve into adjacent roads for the purpose of creating additional public open space in Kensington following an extensive community consultation (refer to Attachment 3).
4. The second matter is the proposed introduction of a full time right turn ban from Macaulay Road into Rankins Road as endorsed by the Future Melbourne Committee meeting held on 10 June 2014.
5. As the right turn ban resolution had not been subject to community consultation, in conjunction with the public notice referred to above, stakeholders were advised of this latter resolution and feedback was sought concurrently.
6. A traffic analysis of right turn traffic movements from Macaulay Road into Rankins Road was undertaken in order to predict the changes in vehicle movements if a right turn prohibition were to be put in place (refer to Attachment 10).
7. The proposed discontinuance in order to create public open space can occur with or without the introduction of a full time right turn ban into Rankins Road from Macaulay Road.

Key issues

8. Consultations on both matters, the road discontinuance and the right turn ban proposal, were undertaken concurrently. The road discontinuance via a public notice and the right turn ban via a joint letter addressing both matters. (Refer to Attachment 1 for detail on the consultation processes).
9. A total of thirty submissions were received from the consultations and these have been collated (refer to Attachment 5 for the summary). The detailed submissions and responses to key points can be found in Attachments 6 and 7).
10. Nineteen of the submissions received responded to the proposed road discontinuance with nine in support, nine against and one neutral. A number of the objections to the road discontinuance (six) were made on the basis of objecting to the right hand turn ban.
11. Twenty-two of the submissions received responded to the proposed full time right turn ban with 20 against, one providing no objection and one request for further information only. The predominant concern about the potential impact of a right turn ban into Rankins Road was on increased traffic movement along Barnett Street (13 respondents).
12. Traffic analysis undertaken on the likely impacts of the introduction of a right turn ban indicates that as traffic flows on Rankins Road are modest and mostly local traffic movements (refer to Attachments 9 and 10), the impact of displaced traffic from a right turn ban would be minimal.
13. For reasons outlined under item 4 in Attachment 1 the Submissions Committee recommends Council support the discontinuance.

Recommendation from management

14. That Council approves the discontinuance of portions of road on Crown land in Eastwood Street and Rankins Road, Kensington, in accordance with the recommendation of the Submissions (Section 223) Committee, who having considered all written submissions in relation to the proposal and heard all persons wishing to be heard in support of their submissions recommended that Council:
 - 14.1. discontinues portions of Eastwood Street and Rankins Road, Kensington as shown hatched on the public notice dated 4 September 2014 for the reason that:
 - 14.1.1. the City of Melbourne Open Space Strategy has identified the need to improve the provision of open space in Kensington and the discontinuance will enable the creation of new public open space to assist in meeting that need
 - 14.1.2. there will be no net loss in car parking as a result of the discontinuance
 - 14.1.3. the open space will enable a net increase in tree canopy cover
 - 14.1.4. the majority of submissions in opposition to the road discontinuance proposal are in respect to the separate proposal to have a full time right turn ban for vehicles turning from Macaulay Road into Rankins Road (right turn ban).
 - 14.2. notifies in writing every person who has lodged a separate submission of the decision and reasons for the decision
 - 14.3. having considered the submissions received on the proposed right turn ban from Macaulay Road into Eastwood Street and the subsequent traffic analysis, resolve not to proceed with implementation of the right turn ban.

Attachments:

1. Supporting Attachment
2. Public Notice Advertisement in The Age and on Council Website
3. Landscape Plan
4. Letter to Occupiers and Owners with Public Notice Attached – 1 and 10 September 2014
5. Summary Table of Submissions on Road Discontinuance and Right Turn Ban.
6. Submissions for Road Discontinuance and Response to Key Points from Submissions
7. Submissions for Full Time Right Turn Ban and Response to Key Points from Submissions
8. Policy Road Discontinuance and Sale
9. Traffic and Parking Analysis 18 December 2013
10. Right Turn Ban Analysis 16 October 2014

Supporting Attachment

Legal

1. The proposed discontinuance is pursuant to section 206(1) and clause 3 of Schedule 10 to the *Local Government Act 1989*. As the road is on Crown land, if discontinued, ownership of the land will vest in the Crown which can then be able to reserve the land for public purposes to be used in association with adjoining reserved land.

Finance

2. The estimated cost of the project based on the preliminary concept is \$950,000. The estimated cost of acquiring freehold land within Kensington and creating an equivalent area of open space would be in the order of \$4 million. Funding of \$450,000 is in the 2014–15 Budget from monies held within the Open Space Levy. A further \$500,000 will be sought in the 2015–16 financial year.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

4. The public notice for the proposed discontinuance of portions of Eastwood Street and Rankins Road in Kensington in order to create public open space was advertised at Council's cost.
 - 4.1. Eastwood Street and Rankins Road are Government Roads under Council's care and management and are part of the original road layout for Kensington. Under section 223 of the Act, the Council is required to publish a public notice and receive any written submissions on the proposal within 28 days of the date of the public notice. In accordance with the Act, a public notice outlining the proposal was advertised in *The Age* on Thursday 4 September 2014 and placed on Council's website (refer Attachment 2).
 - 4.2. The public notice on the proposed discontinuance involved:
 - 4.2.1. Advertising in *The Age* on Thursday 4 September 2014 (refer Attachment 2);
 - 4.2.2. The public notice was placed on Council's public notice web page at www.melbourne.vic.gov.au (refer Attachment 2).
 - 4.2.3. A letter was sent on 1 September 2014 to owners and occupiers of the properties within a 400m radius of the proposal site. The total number of letters sent was 2,203. Unfortunately the letter went out without the public notice attached due to a printing error. A second letter dated 10 September was sent to the same owners and occupiers apologising for the error and with the public notice attached. Refer to Attachment 4 for letters mailed out to owners and occupiers. The mail out area for both letters was the same and included households within the municipality between Eastwood and Stubbs Street (including all households in Barnett Street). In addition the mail out area included areas south of Macaulay Road and west of Bellair Street in Kensington.
 - 4.3. Council has received 19 submissions from the public notice process. Two submissions were received after the closing date on 2 October 2014 and were included. There were nine submissions objecting to the proposal mainly based on a perceived increase in traffic levels and amenity impacts for Barnett Street, inconvenience to local traffic and loss of parking. There were nine submissions in support of the proposal as it will create a new open space/park in Kensington, it will improve local area amenity and improve pedestrian safety. There was one neutral submission. A number of supporters for the proposal and the neutral submission also noted their objection to the right turn ban proposal. Refer to Attachment 6 for submissions and response to the key issues raised in the submissions.

- 4.4. The Submissions (Section 223) Committee ('Submissions Committee') met on Wednesday 8 October at 3pm to consider the submissions received and to hear those wishing to be heard in support of their submissions. One person appeared at the meeting to be heard but did not object to the road discontinuance proposal but to the separate issue of the full time right turn ban.
- 4.5. The Submissions Committee met again on Wednesday 15 October. Having regard to the objections in the submissions and the assessment of all issues, the Submissions Committee recommended that the proposed road discontinuance be supported by Council for the reasons detailed in the recommendation from management.
5. Community consultation on the full time right turn ban was undertaken at the same time as the road discontinuance notification process via a joint letter addressing both issues.
 - 5.1. The community consultation on the proposed full time right turn ban involved:
 - 5.1.1. A letter sent on 1 September 2014 to owners and occupiers of the properties within a 400m radius of the proposal site. The total number of letters sent was 2,203. Refer to Attachment 4 for the letter mailed out to owners and occupiers. The mail out area included households within the municipality between Eastwood and Stubbs Street (including all households in Barnett Street). In addition the mail out area included areas south of Macaulay Road and west of Bellair Street in Kensington.
 - 5.2. Council received 22 submissions regarding the right turn ban from the mail out process. One submission was received after the closing date on 2 October 2014 and was included. There were 20 submissions overall objecting to the right turn ban proposal mainly based on a perceived increase in traffic levels and amenity impacts for Barnett Street, inconvenience to local traffic and loss of parking. One submission provided no objection and one submission requested further information only. Refer to Attachment 7 for submissions and response to the key issues raised in the submissions.

Relation to Council policy

6. The proposed road discontinuance is consistent with the following Council policies: Open Space Strategy, Urban Forest Strategy, Future Melbourne, Parks Policy, Growing Green: An Environmentally Sustainability Plan for the City of Melbourne's Open Space and Recreation Facilities and the City of Melbourne Policy on Road Discontinuance and Sale (refer to Attachment 8).

Environmental sustainability

7. The proposal will result in a net increase of parkland in Kensington and incrementally contribute to improving Council's ability to mitigate climate change. Nine trees have been assessed as in poor condition or with structural issues and will be removed in the proposed works. However there will be a net increase of nine trees as part of the proposed landscape design that will increase shade provision and contribute to local area cooling in summer. There will be a net increase in tree canopy cover of 15% at maturity. The increase in variety and number of trees will attract wildlife and contribute to Melbourne's biodiversity.
8. As part of these works a Water Sensitive Urban Design (WSUD) rain garden beds will be incorporated into the landscape design to capture and clean water. The removal of asphalt and replacement will landscaping will provide some water flow control and stormwater treatment.

Public Notice

Proposed Discontinuance of Portions of Eastwood St and Rankins Rd, Kensington in Order to Create Public Open Space

The City of Melbourne Open Space Strategy 2012 identifies the need to improve the provision of public open space in Kensington.

Notice is given pursuant to sections 206(1) and clause 3 of Schedule 10 and 223 of the *Local Government Act 1989* that the Melbourne City Council ('Council') proposes to discontinue portions of Eastwood Street and Rankins Road, Kensington as shown shaded on the plan below (Roads*). The purpose of which is to create public open space in Kensington.

Any person may make a written submission on the proposed discontinuance of the Roads to the Council. All submissions received by the Council on or before 2 October 2014 will be considered in accordance with Section 223(1) of the *Local Government Act 1989*, by the Council's Submissions (Section 223) Committee ('Committee').

If a person wishes to be heard in support of their submission they must include the request to be heard in the written submission and this will entitle them to appear in person, or by a person acting on their behalf, before a meeting of the Committee, scheduled to be held on 8 October 2014, commencing at 3pm, in the Melbourne Town Hall, Administration Building, Swanston Street, Melbourne.

Written submissions should be marked 'Proposed Discontinuance of Portions of Eastwood Street and Rankins Road, Kensington in Order to Create Public Open Space' and addressed to the Manager Governance Services, Melbourne City Council, Town Hall, 90 Swanston Street, Melbourne, 3000 or GPO Box 1603, Melbourne, 3001. Written Submissions received will be made public and made available on the Council's Website.

CITY OF MELBOURNE

Handwritten: TIME AGE 4/9/14

2,023 letters mailed out to local owners and occupiers in the vicinity of the proposal.

- Home
- About Melbourne
- About Council
- Careers
- Contact us
- Council and committee meetings
 - Agendas, reports and minutes
 - Portfolios and memberships
 - Committee delegations
 - 2014 meeting dates
- Key advisory committees, bodies and boards
- Media Centre
- Council profile
- Finance and governance
- Grants and sponsorship
- Lord Mayor and Councillors
- Newsletters
- Plans and publications
- Rates and valuations
- Supporting the arts
- Tenders
- Get involved
- Parking, Transport and Roads
- Community Services
- Building and Planning
- Parks and Activities
- Sustainability
- For Residents
- For My Business
- For Visitors

Home > About Council > Council and committee meetings > Public notices

Public notices

Proposed discontinuance of portions of Eastwood Street and Rankins Road, Kensington to create public open space

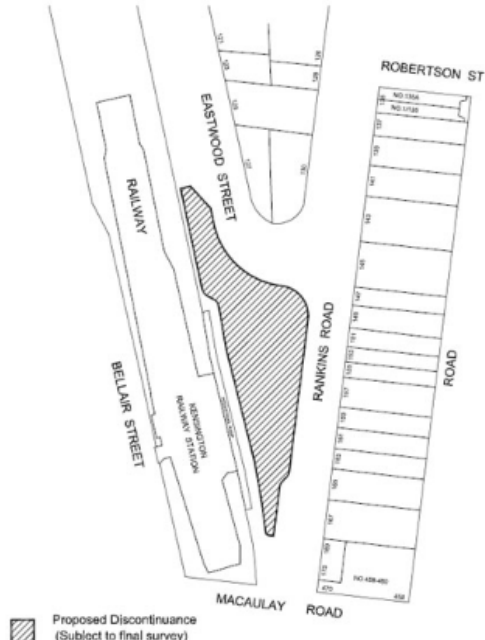
The City of Melbourne Open Space Strategy 2012 identifies the need to improve the provision of public open space in Kensington.

Notice is given pursuant to sections 208(1) and clause 3 of Schedule 10 and 223 of the Local Government Act 1989 that the Melbourne City Council ('Council') proposes to discontinue portions of Eastwood Street and Rankins Road, Kensington as shown shaded on the plan below ('Roads'). The purpose of which is to create public open space in Kensington.

Any person may make a written submission on the proposed discontinuance of the Roads to the Council. All submissions received by the Council on or before 2 October 2014 will be considered in accordance with Section 223(1) of the Local Government Act 1989, by the Council's Submissions (Section 223) Committee ('Committee').

If a person wishes to be heard in support of their submission they must include the request to be heard in the written submission and this will entitle them to appear in person, or by a person acting on their behalf, before a meeting of the Committee, scheduled to be held on 8 October 2014, commencing at 3pm, in the Melbourne Town Hall, Administration Building, Swanston Street, Melbourne.

Written submissions should be marked 'Proposed Discontinuance of Portions of Eastwood Street and Rankins Road, Kensington in Order to Create Public Open Space' and addressed to the Manager Governance Services, Melbourne City Council, Town Hall, 90 Swanston Street, Melbourne, 3000 or GPO Box 1803, Melbourne, 3001. Written Submissions received will be made public and made available on the Council's Website.



EASTWOOD AND RANKINS ROAD RESERVE PARK EXPANSION

Project Overview

The City of Melbourne Open Space Strategy identifies the need to improve open space provision in Kensington. On 3 December 2013 the Future Melbourne Committee resolved to undertake community consultation on a proposal to expand and improve a small park at the intersection of Eastwood Street and Rankins Road.

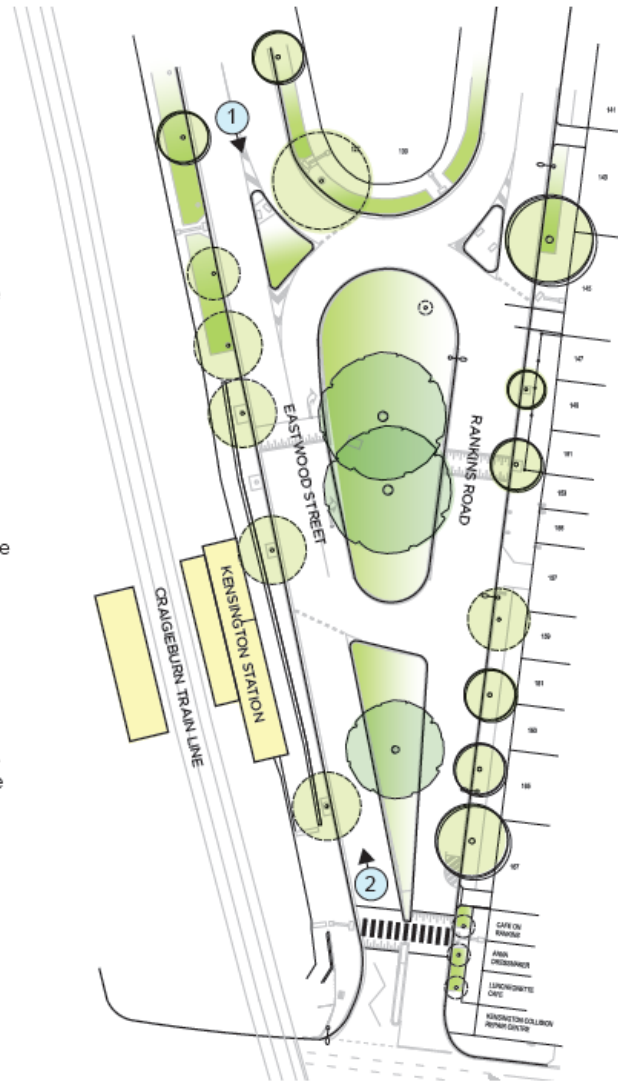
Eastwood and Rankins Road Reserve is a small 680m² park in Kensington. It contains a grassed area, a park seat and two mature River Red Gums (*Eucalyptus camaldulensis*). The park currently functions as a roundabout and has limited pedestrian accessibility. The park size has decreased overtime and in 1945 it was a larger triangular park of about 1,000 m² with established trees.

The concept plan proposes expanding the existing park to incorporate abutting road space and other landscaped road treatments to create a much larger park of 2250m² in size.

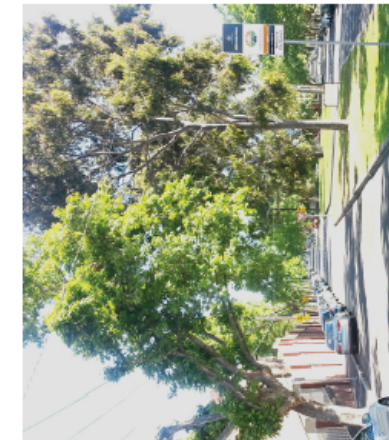
The design aims to increase open space provision in Kensington, create an accessible new park and improve pedestrian safety in the area. Proposed features include an increased lawn area, garden bed and paths. Additional and more diverse tree species are proposed to improve biodiversity, provide shade in summer and local area cooling. Additional design features and character development of the park are also possible.

To achieve this, a portion of Eastwood Street road surface would be removed and replaced with landscaping. Some car parking spaces would be removed and a portion of Rankins Road that is currently one-way would become a two-way street. There may also be opportunities for further traffic calming measures in the area.

The proposed design is consistent with key directions of the City of Melbourne's Open Space Strategy and Urban Forest Strategy.



View 1. Looking south along Eastwood Street showing existing 'leafy green' landscape character.



View 2. Looking north along Eastwood Street showing a London Plane in poor condition due to power line pruning and the section of Eastwood Street to be converted to park space.



EASTWOOD AND RANKINS ROAD RESERVE PARK EXPANSION

Landscape Plan

The landscape design proposes to:

- Increase provision of and improve the function of local parkland.
- Improve local area cooling by reducing unnecessary road surfaces.
- Increase tree canopy cover for shade.
- Strengthen landscape character.
- Enhance the relationship between the open space and Kensington Station.
- Provide adequate car parking.
- Improve pedestrian safety and accessibility.
- Capture and reuse stormwater where possible.
- Manage the removal of trees in poor health and provide a net increase of trees.
- Improve the biodiversity and sustainability of the landscape through diverse plant species selection.

Existing tree canopy* cover	39%
Proposed tree canopy cover at maturity	54%
Existing m ² green spaces (lawn, garden bed)	1400
Proposed m ² green spaces (lawn, garden bed and permeable paving)	2250
Reduction in car parking spaces	0*

*Canopy cover has been calculated as a percentage of cover for the area of land within extent of works - not including any privately owned land. The percentage is measured as an estimated value for predicted tree size at full maturity.

*Car park numbers can be maintained with the conversion of angle parking along Eastwood Street



Legend

- 0.5m Kerb extension
- Garden bed with possible stormwater capture and reuse
- Drought tolerant low growing biodiversity garden
- Lawn areas
- Pedestrian pavement
- Permeable pavement
- On street car parking
- Two 10 minute car parks / train replacement bus stop
- Existing road speed hump
- Pedestrian crossing

Existing trees to retain

- Platanus x acerifolia
London Plane
- Eucalyptus camaldulensis
River Red Gum

Proposed trees

- Eucalyptus melliodora
Yellow Box
- Acer rubrum
Red Maple
- Platanus x acerifolia
London Plane

- Existing tree for staged removal



EASTWOOD AND RANKINS ROAD RESERVE PARK EXPANSION



Tree Species

The existing mature River Red Gums are a valuable asset to Eastwood and Rankins Road Reserve, as are the London Plane trees that create the leafy green landscape character of Eastwood Street and Rankins Road. Unfortunately some of the trees within the project site are nearing the end of their life due to poor health.

Proposed trees

Our design shows any new or infill planting along Rankins Road will be planted with matching London Planes to strengthen the existing 'leafy green' landscape character. The Planes flagged for removal alongside the redundant section of Eastwood Street will not be replaced. Instead tree planting will become part of the broader park landscape - consisting of larger park trees such as the native *Eucalyptus melliodora* (see below).

The existing struggling Cherry trees at the intersection of Rankins and Macaulay Road will be replaced with two Red Maples (refer to plan enlargement).

Street tree large



Platanus x acerifolia / London Plane

Street tree small



Acer rubrum / Red Maple

Park tree

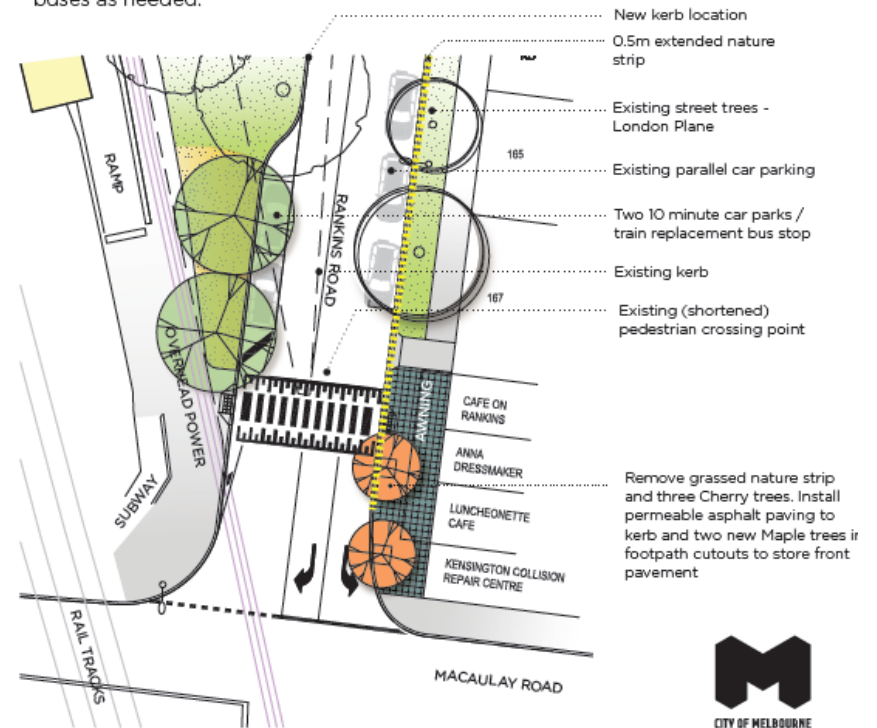


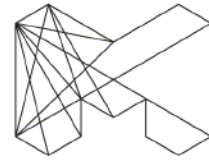
Eucalyptus melliodora / Yellow Box

Plan Enlargement

Streetscape improvements to the intersection of Rankins/Macaulay Road aim to:

- Provide paved areas for cafe seating/spillout.
- Remove trees in poor health and replace with trees better suited to the site conditions.
- Provide two 10 minute car parks in the vicinity of Platform 1 station entrance and the corner retail stores. This parking area can also service train replacement buses as needed.





CITY OF MELBOURNE

GPO Box 1603
Melbourne VIC 3001
Telephone (03) 9658 9658
Facsimile (03) 9654 4854
DX210487

ABN 55 370 219 287

1 September 2014

To the Resident
«address»
«SUBURB» «STATE» «PCODE»

Dear Resident

PROPOSED DISCONTINUANCE OF PORTIONS OF EASTWOOD STREET AND RANKINS ROAD IN KENSINGTON, AND PROPOSED RIGHT TURN BAN FROM MACAULAY ROAD INTO RANKINS ROAD

The attached Public Notice for the discontinuance of portions of Eastwood Street and Rankins Road, Kensington is being advertised as an outcome of the Future Melbourne Committee (FMC) meeting held on 10 June 2014. The FMC endorsed a concept plan proposing to expand Eastwood and Rankins Road Reserve into adjacent roads for the propose of creating additional public open space following a community consultation.

The notice is proposing to discontinue portions of Eastwood Street and Rankins Road pursuant to the provisions of Section 206(1) of the *Local Government Act 1989*.

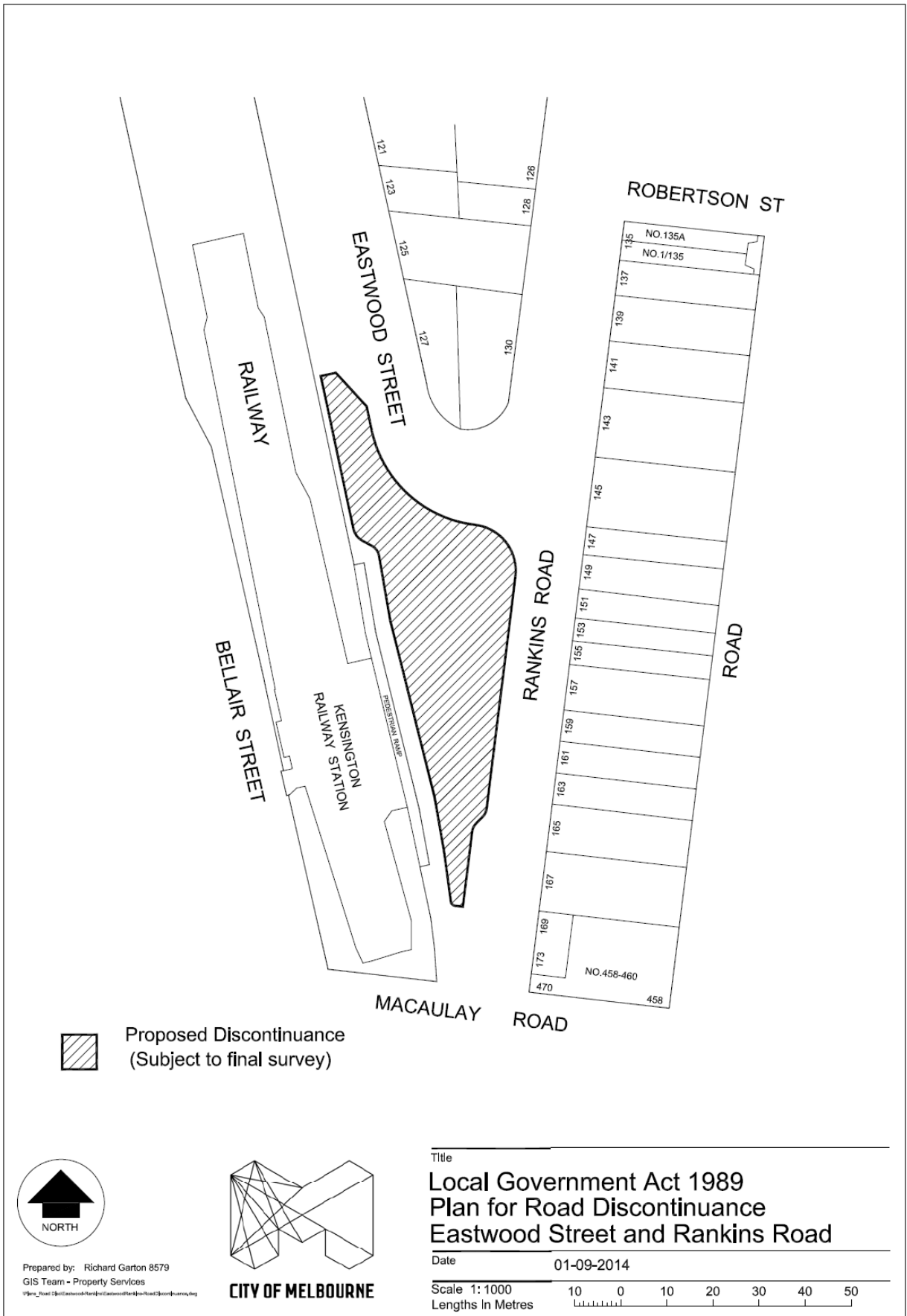
If successful the discontinued portions of road will be reserved for the purpose of public park with Council appointed Committee of Management. Please refer to the attached Public Notice for further information and on how to make a submission.

In addition to the above Public Notice, the Future Melbourne Committee also resolved to introduce "a full time right turn ban for vehicles, other than train replacement buses, turning from Macaulay Road into Rankins Road". This will be introduced if the above road discontinuance process is successful and the creation of additional public open space proceeds. If you have any feedback in relation to the full-time right turn ban, please email us at urbanlandscapes@melbourne.vic.gov.au by 2 October 2014.

Yours sincerely

Ian Shears
Manager Urban Landscapes

Telephone 9658 8516
Facsimile 9658 8840
E-mail ian.shears@melbourne.vic.gov.au
Website www.melbourne.vic.gov.au
CoM reference 8704441v3





CITY OF MELBOURNE

GPO Box 1603

Melbourne VIC 3001

Telephone (03) 9658 9658

Facsimile (03) 9654 4854

DX210487

ABN 55 370 219 287

10 September 2014

To the Resident

«address»

«SUBURB» «STATE» «PCODE»

Dear Resident

PROPOSED DISCONTINUANCE OF PORTIONS OF EASTWOOD STREET AND RANKINS ROAD IN KENSINGTON, AND PROPOSED RIGHT TURN BAN FROM MACAULAY ROAD INTO RANKINS ROAD – UPDATED INFORMATION

This letter is to be read in conjunction with the previous letter sent to you on 1 September.

It has come to my attention that the letter sent out on 1 September regarding the discontinuance of portions of Eastwood Street and Rankins Road, Kensington did not contain the public notice. I am therefore writing to you to alert you to this omission and provide you with a copy of the public notice which details how to make a submission. Please see attached public notice overleaf.

If you have already responded to our previous letter there is no need to write or email us again as we have received your submission and/or comments. However if you wish to be heard in support of your submission please note the details of the submission process and hearing date in the attached public notice.

Please note that the public notice is also available on our website at www.melbourne.vic.gov.au.

We apologise for any inconvenience caused.

Yours sincerely

Ian Shears

Manager Urban Landscapes

Telephone 9658 8516

Facsimile 9658 8840

E-mail ian.shears@melbourne.vic.gov.au

Website www.melbourne.vic.gov.au

CoM reference 87274951v2

MELBOURNE CITY COUNCIL

Proposed Discontinuance of Portions of Eastwood Street and Rankins Road, Kensington in Order to Create Public Open Space

The City of Melbourne Open Space Strategy 2012 identifies the need to improve the provision of public open space in Kensington.

Notice is given pursuant to sections 206(1) and clause 3 of Schedule 10 and 223 of the *Local Government Act 1989* that the Melbourne City Council ('Council') proposes to discontinue portions of Eastwood Street and Rankins Road, Kensington as shown shaded on the plan below ('Roads'). The purpose of which is to create public open space in Kensington.

Any person may make a written submission on the proposed discontinuance of the Roads to the Council. All submissions received by the Council on or before 2 October 2014 will be considered in accordance with Section 223(1) of the *Local Government Act 1989*, by the Council's Submissions (Section 223) Committee ('Committee').

If a person wishes to be heard in support of their submission they must include the request to be heard in the written submission and this will entitle them to appear in person, or by a person acting on their behalf, before a meeting of the Committee, scheduled to be held on 8 October 2014, commencing at 3pm, in the Melbourne Town Hall, Administration Building, Swanston Street, Melbourne.

Written submissions should be marked 'Proposed Discontinuance of Portions of Eastwood Street and Rankins Road, Kensington in Order to Create Public Open Space' and addressed to the Manager Governance Services, Melbourne City Council, Town Hall, 90 Swanston Street, Melbourne, 3000 or GPO Box 1603, Melbourne, 3001. Written Submissions received will be made public and made available on the Council's Website.

Creating Open Space – Kensington**Summary of submissions received**

Submitter	Submission on road discontinuance	Submission on Right Turn Ban
Peter Weisfelt	Supports	N.A.
Caterina Pipolo	Supports	N.A.
Bryce Binnie	Supports	Does not support
Frances Bishop	Supports	Does not support
Morelle Bull	Supports	N.A.
Rod Skilbeck	Supports	Does not support
Randall Lewis	Supports	Does not support
City of Moonee Valley	Supports	Supports
Public Transport Victoria	Supports	N.A.
Genevieve Conroy & Brad Phillips	Does not support (Traffic concerns)	Does not support
Kevin Mansbridge	Does not support (Traffic concerns)	Does not support
Ray Bennett	Does not support (Traffic concerns, Barnett St)	N.A.
Irene Proudlock	Does not support (Traffic concerns, Barnett St)	N.A.
Craig DePaola	Does not support	Does not support
Chris Coomber	Does not support	N.A.
Rodney Pugh	Does not support (Traffic concerns, Barnett St)	Does not support
Peter Macnish	Does not support (Traffic concerns, Barnett St)	N.A.

Enid Hookey	Does not support	Does not support
Jennifer Walker	Neutral	Does not support
Sharon Reeve	N.A.	Does not support
Matt Connell	N.A.	Does not support
Brian Parker	N.A.	Does not support
Jeff Tyler	N.A.	Does not support
Andrew Matthews	N.A.	Does not support
Kerry Stuart	N.A.	Does not support
Stuart Tait	N.A.	Does not support
Helen Martin	N.A.	Sought further information on the proposal
Michael Kapitan	N.A.	Does not support
Andrew Mealor	N.A.	Does not support
Chris and Fiona Page	N.A.	Does not support
Summary	9 Support 9 Against 1 Neutral	1 Support 20 Against 1 Sought further information
Total	19	22

**SUBMISSIONS FOR PROPOSED DISCONTINUANCE OF PORTIONS OF
EASTWOOD STREET AND RANKINS ROAD, KENSINGTON IN ORDER TO
CREATE PUBLIC OPEN SPACE**

Submission 1:

From: Peter Weisfelt
Sent: Saturday, 6 September 2014 12:04 AM
To: Urban Landscapes
Cc: Ian Shears
Subject: new park at kensington railway station

Dear Ian,
As a resident of the area, I confirm our wish for this proposal to proceed.

Please do it now. How much community consultation do you require to push through this public open space proposal! It is a good idea. A NO BRAINER!!!!!!
This part of Kensington is crying out for more open public space and through traffic mitigation.
Please advise not if but when this park will be constructed.

While you are at designing public open space for the residents of Kensington, please look into better pedestrian and bike access to Royal Park.
Please provide a pedestrian bridge connecting Parsons St and Alfred St so that we can get safe access to Royal Park from Stubbs St.

And while you are at it why not start looking into slowing traffic along Stubbs St between McCauley and Race Course Road.
A few round-abouts, better bike path separation, some landscaping to make it pedestrian friendly.

This is where I expect my rates to be prioritised.

Thank You

Submission 2:

From: Craig DePaola
Sent: Wednesday, 10 September 2014 9:03 AM
To: Urban Landscapes
Subject: Discontinuance of portions of Eastwood street and proposed right hand turn ban from Macaulay into Rankins

Good Morning Ian,

As a long term resident of Rankins Rd (20+ yrs) I find it hard to understand what benefits could actually be realised in having this full time ban on turning right into Rankins Rd from Macaulay. Macaulay RD is more than wide enough to accommodate the second lane of straight through traffic when cars are turning right into Rankins in its current form. There are already numerous right hand turn restrictions into the suburb, is another one really necessary and to what benefit?

The aesthetic beauty and uniqueness of the larger roundabout at the intersection is one of the unique features of Rankins Rd, when you take this away then we will have a T junction at the end of our street – just like every other street in Kensington. Why do you wish to destroy this unique idiosyncrasy of both Kensington and Rankins Rd?

If local facilities is the issue at hand then there is a park with play equipment on the diagonal opposite side of the railway intersection, why not develop and expand its facilities?

As you may well have realised I directly oppose this proposal, traffic congestion is a fact of inner city living in a modern community that's mobility is based predominantly on the car.

I look forward to your reply.

Kind Regards

Craig de Paola

Mob:
Direct:
Fax:
Web:



You can view the current and past issues of the Vic Farmer at: <http://emags.newlitho.com.au/?victorianfarmersfederation/vff/>

VFF Disclaimer

This message contains confidential information and is intended only for the individual(s) addressed in the message. If you are not the named addressee, you should not disseminate, distribute, or copy this e-mail. If you are not the intended recipient, you are notified that disclosing, distributing, or copying this e-mail is strictly prohibited.

Submission 3:

From: Bryce Binnie
Sent: Thursday, 11 September 2014 11:49 AM
To: Urban Landscapes
Subject: Proposed Right Turn Ban from Macaulay into Rankins

I am writing in response to the letter I received titled "PROPOSED DISCONTINUANCE OF PORTIONS OF EASTWOOD STREET AND RANKINS ROAD IN KENSINGTON, AND PROPOSED RIGHT TURN BAN FROM MACAULAY ROAD INTO RANKINS ROAD".

In particular I am responding to the proposed "**full time right turn ban for vehicles, other than train replacement buses, turning from Macaulay Road into Rankins Road**".

I object to the fact that the above two proposals (ie. creation of the park, and the right-turn ban) seem to have been lumped together as a 'package', and if we want the park, we also need to live with the right-turn ban.

I support the reconfiguration of Eastwood Street and Rankins Road for the purpose of creating a new park, however I **STRONGLY OBJECT** to the proposal of a **FULL TIME RIGHT TURN BAN** from Macaulay Road into Rankins Road.

This proposal (right turn ban) is ludicrous, has clearly not been supported by any sort of traffic flow impact analysis, and comes across as being a rushed decision in response to objectors of the new park with very little thought, analysis or consultation gone into it.

Implementing a full time right-turn ban at Rankins Road will cause a dramatic increase in traffic turning right into Barnett Street from Macaulay Road (which only has a peak-hour right turn ban). Barnett Street is a

narrow residential street with parking down both sides. Preventing cars from turning right into Rankins Road will cause these vehicles to turn right into Barnett Street, and then proceed with a "rats and mice" like running through Barnett, Robertson, Rankins, Smith, etc...

In addition, any cars that turn right at Stubbs Street due to the right-turn ban at Rankins, will most certainly then turn left along Smith or Parsons streets (as their intention is to get to Racecourse Road via Eastwood Street), increasing traffic flow along these streets.

Even a peak hour right-turn ban into Rankins Road will cause more cars to turn right at Stubbs Street during this time, and given that the right-turning lane at Macaulay/Stubbs intersection is very short, and is immediately preceded by the narrow single-lane bridge over Moonee Ponds creek, any additional build up of right-turning vehicles at this intersection will completely block west bound traffic flow along Macaulay Road, which is another major issue in itself.

Clearly, implementing any sort of right turn ban from Macaulay Road into Rankins Road (even a peak hour 4pm-6.30pm ban) will have major knock-on consequences, diverting traffic through narrow residential streets, and restricting traffic flow along Macaulay Road.

This is a ridiculous proposal, and should simply be thrown out.

Regards,

Bryce Binnie

Submission 4:

From: Chris Coomber
Sent: Friday, 5 September 2014 8:03 PM
To: urbanlandscapes@melbourne.vic.gov.au; Ian Shears
Subject: Rankins Road

-- Hello Mr. Shears,

Can you please explain why this is being proposed?

As a resident of Kensington, I cannot think of any reason, good or not, or why this is even being proposed. This isn't a well used road, not even used as a cut through at any time of the day, not even rush hour.

I admire any community based action to make our environment better, and can think of many projects that would, but this is not one of them. I'll try though:

Street Calming - Any calmer this street would have a green tea.

Providing Green Space - But people would walk over the green space to get to the station.

Provide a detour for residents to go around the block to pollute the tree that you just planted to show the environmental credentials of the governmental directive that's being driven forward.

No, that's about as good as it gets!

However right next door, you may have missed it, is the rail crossing. Holds up all traffic: Pedestrian, Cyclists and Car Users alike. Health and Safety issues abound the 'open' tracks. It's only a matter of time!

Think about it!

When I have a lot of things to do, I make a list, then I reorder them into priorities. Just saying.

Many thanks for your time in this matter, sorry I must rush, I need to plant a few trees for the bear, he's crossed legged. And the elephant was he was in the room earlier!

Please note that any response or indeed no response maybe used on social media.

I await your response.



Submission 5:

From: Gordon Duncan
Sent: Wednesday, 17 September 2014 4:58 PM
To: Elizabeth Alcorn
Subject: Eastwood/Rankins Feedback

Hi Liz,

I received a call from a Mrs Caterina Pipolo the owner of (but not resident at) _____, who expressed her support for the proposal.

She did not want to make any formal submission but just wanted to let us know.

Cheers

Gordon Duncan | Senior Project Coordinator (Tuesday to Thursday)| Urban Landscapes Branch | City Design
City of Melbourne | Level 6 Council House 2, 240 Little Collins Street Melbourne 3000 | GPO Box 1603
Melbourne 3001
T: 03 9658 9658 | E: urbanlandscapes@melbourne.vic.gov.au
www.melbourne.vic.gov.au | www.melbourne.vic.gov.au/whatson

We value: Integrity | Courage | Accountability | Respect | Excellence

Please consider your environmental responsibility before printing this email.

Submission 6:

From: Rod Skillbeck
Sent: Wednesday, 17 September 2014 2:54 PM
To: Ian Shears
Subject: Proposed discontinuance of portions of Eastwood Street and Rankins Road, Kensington and proposed right turn ban from Macaulay Road into Rankins Road. (your ref 8704441v3)

17 September 2014

ref: 8704441v3

Dear Mr Shears

RE: Proposed discontinuance of portions of Eastwood Street and Rankins Road, Kensington and proposed right turn ban from Macaulay Road into Rankins Road.

I refer to your letters of 1 and 16 September regarding the concerning changes added to the proposed public space in front of Kensington Railway Station. I wish to lodge my strong objection to the proposal to ban right turns from Macaulay Road into Rankins Road due to the negative impact this will have on residents of Barnett Street.

My objections are, that:

- 1) The ban on turns was not part of the initial community consultation process.
- 2) Proper consideration of the effects on surrounding streets has not been made.
- 3) The reason for the proposed ban is neither clear nor valid.

1)

I raised no objection to the initial proposed public space as the proposal made no mention of your intention to funnel hundreds of cars down my street. The Report to the Future Melbourne (Environment) Committee appears to introduce the ban on right hand turns into Rankins Road as a compromise for the residents of Rankins and Eastwood. It was not part of the original plan and should not be described as an action that will create public space, when it achieves no such thing. This is a separate proposition to reduce traffic on Rankins Road by increasing it on Barnett Street.

Community consultation processes are undermined when large changes are introduced to plans after the initial consultation period.

2)

There is no detailed analysis of the effects of the proposed right turn ban from Macaulay Road into Rankins Road in the report to the Committee. It appears to be a poorly considered thought bubble inserted to placate a few residents on Rankins Road.

The proposed ban on right turns into Rankins Road will cause a large increase in right hand turns into Barnett Street and Smith Street, leading to considerable reduction in amenity and safety.

Key Issue 6 of the FMC Report states 2,400 vehicles travel in either direction between 7am and 7pm per day along Eastwood Street and Rankins Road. There is no break-down of direction of travel.

Due to limits and bans on turns from Racecourse Road, the bulk of southward traffic in the area uses Stubbs Road. As a resident of 7 years I am aware that most traffic on Eastwood Street travels north, though much of it joins Eastwood from Smith Street.

It is impossible to conclude from the scant details in the FMC Report exactly what number of cars travel north on Rankins Road and Eastwood Street south of the Smith Street intersection. The report suggests a ban on right hand turns into Rankins Road may deter 10% of users from using Eastwood Street northwards but provides no basis for this figure. Clearly the remainder of road-users wishing to travel north along Eastwood will select the next easiest right-hand turn. Due to the railway boom-gates and limits on right hand turns into Bellair Street, it is possible that up to 1,000 vehicles may turn right each weekday into Barnett Street and travel along Barnett between Macaulay Road and Smith Street, and then travel along Smith Street between Barnett and Eastwood Streets, before proceeding northwards.

The Council should consider conducting monitoring of traffic and providing a detailed breakdown of the current situation and projected traffic flows to the impacted residents. This should be part of a new proposal and public notice that is separate from the proposal regarding the creation of public space on Rankins Road.

3)

There is no clear or valid reason to reduce traffic on Rankins by increasing traffic on Barnett when the two streets would be approximately the same width.

I assume that objections from residents along Rankins Road have included concerns that existing traffic volumes would be brought closer to their homes following the re-alignment proposed by Council.

The creation of the proposed new public space would narrow Rankins Road and bring cars closer to those houses - however it would still remain wider than the section of Barnett Street between Robinson and Smith Streets. Furthermore affected properties along Barnett and Smith will not receive an additional 50cm buffer of nature strip as Rankins Road will under the proposal. Therefore cars will be closer to Barnett/Smith houses than they would to Rankins Road houses. In addition, Barnett Street has a children's playground on the corner of Robertson Street, so public safety is actually reduced by the proposal to send more traffic up Barnett Street.

Conclusion)

I feel that a damaging and ill-considered rider has been added to what originally was a benign proposal to create new public space. Banning right-hand turns has nothing to do with creating new space but will reduce the amenity of several surrounding streets. For that reason I am strongly against the current proposal.

I believe right hand turns from Macaulay Road into Barnett, Rankins and Bellair should all remain as they are. Rankins Road residents and businesses are to receive a new public space with additional amenities funded by all rate-payers to the tune of \$950,000. That alone should be compensation for their concerns that northbound traffic will be moved slightly closer to their homes.

Please note that I would not support a ban on right hand turns into Barnett Street in addition to the proposed ban on turns into Rankins Road. This would permanently inconvenience local residents who would be forced to use Stubbs and Smith Streets to access their own street, and cause a substantial increase in southbound traffic on the narrower parts of Barnett Street.

As I work full-time I will not be able to attend the Committee meeting on Wednesday 8 October at 3pm.

Your sincerely
Rod Skilbeck

Submission 7:

From: Rosemary Pugh
Sent: Wednesday, 17 September 2014 1:21 PM
To: Urban Landscapes
Subject: Proposed discontinuance of portions of Eastwood Street and Rankins Road in Kensington and proposed right hand ban.

RE: Proposed discontinuance of portions of Eastwood Street and Rankins Road in Kensington and proposed right hand ban.
Rodney Pugh

Dear Sir,

I do not support the above proposals as I have a few concerns.

From the plan it appears that a motorist is unable to do a right or left hand turn from Macaulay Road.

For residents of the east end of Eastwood St as I am this gives me the only alternative of using Barnett St, a narrow street with parked cars on either side of the road.

I am wondering if any car count have been undertaken of the extra number of cars that were using Eastwood st/Rankins Rd that will now use Barnett St.

Also if this change occurs Vic Roads needs to consider having a permanent right hand turn arrow functioning to allow easy right turn at Racecourse Road and Eastwood st.

I hope that I will receive a response and I thank you for alerting me of the proposal.

Kind Regards

Rodney Pugh

Submission 8:

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

From: Elizabeth Alcorn On Behalf Of Urban Landscapes

Sent: Thursday, 25 September 2014 3:00 PM

To: 'Peter Macnish'

Subject: RE: Proposed Discontinuance of Portions of Eastwood Street and Rankins Road, Kensington in Order to Create Public Open Space' - clarification and information on property address

Hi Peter

Thanks for clarifying and I'll forward your submission regarding the road discontinuance to our Governance Services area so that it is included and considered at the Submissions Committee hearing on 8 October.

There was traffic analysis undertaken as part of the development of the open space proposal. Please refer to the Future Melbourne Committee Council report held on 10 June 2014 located here which comments on the volume of traffic northbound into Rankins Road: <http://www.melbourne.vic.gov.au/AboutCouncil/Meetings/Pages/10June2014FutureMelbourneCommittee.aspx>. There was a suggestion from some residents during the community consultation to make the lower part of Rankins Road to Macaulay Road a one-way however the open space proposal retains a two-way traffic flow in Rankins Road from Macaulay Road. The road discontinuance plan is based on a two-way traffic flow in Rankins Road.

The Right turn ban was proposed following concerns raised by some residents about the volume of traffic northbound in Rankins Road. To assess the impact of the right turn ban an additional traffic survey and report was commissioned and is currently being finalised. The additional traffic analysis report and comments from the community will inform a report to go to Council on Tuesday 25 November on the proposed right turn ban. Council will decide then whether to proceed or not with the proposed right turn ban.

Yours Sincerely
Elizabeth

Urban Landscapes

City of Melbourne | Council House 2, 240 Little Collins Street Melbourne 3000 | GPO Box 1603
Melbourne 3001
T: 03 9658 9658 | E: urban.landscapes@melbourne.vic.gov.au
www.melbourne.vic.gov.au | www.melbourne.vic.gov.au/whatson

We value: Integrity | Courage | Accountability | Respect | Excellence Please consider your environmental responsibility before printing this email.

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

From: Peter Macnish
Sent: Thursday, 25 September 2014 2:20 PM
To: Urban Landscapes; Elizabeth Alcorn
Subject: RE: Proposed Discontinuance of Portions of Eastwood Street and Rankins Road, Kensington in Order to Create Public Open Space' - clarification and information on property address

Hi Elizabeth,

Thanks for the your response to my grumpy email I appreciate your patience - sorry I was having an impatient moment!

Yes it is the road closure that is the issue and the concern is the potential extra traffic in Barnett Street as it would then be the only feeder other than Stubbs Street. I think a traffic study would be helpful if one has not already been done.

Also thanks for amending my address details I will send this to the agent so that my landlord can make any necessary changes.

Regards,

Peter.

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

From: Elizabeth Alcorn
Landscapes
Sent: Tuesday, 23 September 2014 9:05 AM
To: Peter Macnish

On Behalf Of Urban

Subject: RE: Proposed Discontinuance of Portions of Eastwood Street and Rankins Road, Kensington in Order to Create Public Open Space' - clarification and information on property address

Dear Peter

Thank you for your comments.

From the title of your email it looks like your comments below are a submission regarding the road discontinuances in Eastwood Street and Rankins Road however in reading your comments they appear to be focused on the proposed right turn ban into Rankins Road from Macaulay Road.

To ensure that your comments are captured in the appropriate processes, we would like to clarify which process that you are commenting on. Please confirm which of the following you are objecting to:

- a. Right turn ban proposed into Rankins Road from Macaulay Road
- b. The discontinuance of the portions of Eastwood Street and Rankins Road in order to create public open space
- c. Both proposals

We look forward to your response.

In relation to the public notice mail out data, the City of Melbourne's record for the property Street, KENSINGTON VIC 3031 currently shows Mr Cameron Smith as both the owner and occupier of this address. This was specified on the transfer of land document when Mr Smith purchased the property. This is why no letter addressed "To The Resident" was sent to that address.

The record for this property will be updated to reflect the fact that you are currently the occupier. We will set 61 Barnett Street, KENSINGTON VIC 3031 as your primary mailing address until you request any changes.

The record for Mr Smith shows that his mailing address for rates notices is 61 Barnett Street, KENSINGTON VIC 3031. It is important that your landlord receive his rates notices. Because we have no other contact details for Mr Smith, please can you ask him to contact the City of Melbourne to update his details as soon as is convenient. The telephone number for customer service is (03) 9658 9658, or alternatively, he may email the Rates department at rates@melbourne.vic.gov.au.

Yours Sincerely

Urban Landscapes on behalf of Ian Shears

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

From: Peter Macnish <mailto:P.>

Sent: Saturday, 20 September 2014 2:42 PM

To: Ian Shears

Cc: Urban Landscapes; Emma Buckley; Peter Macnish

Subject: Proposed Discontinuance of Portions of Eastwood Street and Rankins Road, Kensington in Order to Create Public Open Space'

Dear Mr Shears,

I am a tenant resident living at
are:

. Attached

- 1 copy letter delivered to my mailbox by a fellow resident (see notice in red annexed to the letter); and
- 2 copy envelope addressed to my landlord at

delivered about the same day as item 1 above (I assume that the envelope contains a letter about the proposal).

I note the 2 October 2014 date for feedback. Both 1 and 2 came to my attention during this past week I believe that they were delivered during this past week.

As I do not read my landlord's mail, if item 1 had not been put in my letterbox by a fellow resident I would not have been given notice of this proposal. My landlord is unlikely to see the letter in time.

Does the City propose sending future rate notices to my landlord at 61 Barnett Street, if not why send this important notice to him at 61 Barnett Street? Is there some reason why I as a resident am not entitled to notice?

As a resident I would like to be given notice of proposals which might impact my home. Your notice has miscarried both as regards me (and if you did send a letter to my landlord at the address for rate notices) my landlord. Given the red note from my neighbour it appears there are others who have not been notified I suggest that the notice be reissued and correctly served with some more information such as regarding traffic impacts in Barnett and surrounding streets.

For the record I object to the proposal for the same reason as my neighbour. Further, there is a children's park next to my house which is extensively used by young families and primary school children. There is seldom an afternoon after school (peak hour) that it is not used and it is used very extensively on weekends by locals with children and pets. The park is safe from traffic being adjacent to a cul-de-sac and in Barnett Street which is quiet. The amenity of that public park and Barnett Street will be diminished once Barnett Street becomes one of only two access streets off Macaulay Road (with Stubbs Street) to Racecourse Road and the entire eastern section of Kensington between Stubbs Street and Kensington Station.

I would appreciate a response to this email including information as to the traffic flow analysis conducted and considered by the Committee at its meeting on 10 June 2014. I would like to know who proposed the plan and to what purpose, in particular any proposed developments including private developments which might be impacted if the proposal does not proceed. I would also like to know what consideration has been given to the impact that the East Link development will have on traffic in Barnett Street if the Eastwood and Rankins Road Proposal goes ahead.

Regards,

Peter Macnish

Attention:

This email message and any attachments are confidential and may be privileged in which case neither is intended to be waived. This email is for use only by the intended recipient. If you are not the intended recipient you have received this email in error and any use, circulation, forwarding, printing or copying whatsoever by you is strictly prohibited. If you have received this message in error, please inform us immediately and delete this email and any attachments. While Cornwall Stodart employs Anti-Virus Software, we cannot guarantee that this email is free from viruses and we recommend that the email and any attachments be tested before opening. This notice should not be removed.

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

This email is intended solely for the named addressee.
If you are not the addressee indicated please delete it immediately.

Submission 9:

Genevieve Conroy and Brad Phillips

23rd September 2014

The Manager, Governance Services

Melbourne City Council

GPO Box 1603, Melbourne Vic 3001

CC : Mr Ian Shears, Manager Urban Landscapes

Dear Sir

Re : PROPOSED DISCONTINUENCE OF PORTIONS OF EASTWOOD STREET AND RANKINS ROAD IN KENSINGTON, AND PROPOSED RIGHT HAND TURN BAN FROM MACAULAY ROAD IN TO RANKINS ROAD.

We wish to voice our strongest possible objection to both the proposal to close Eastwood Street and convert the space to parkland, and, the proposal as above with regard the cessation of Right Hand Turns from Macaulay Road in to Rankins Road / Eastwood Street.

With regard the right hand turn ban, there will only be 2 x options for motorists

1. To turn right at Barnett Street for access to Smith Street, Rankins Road and Eastwood Street. Barnett Street is a single lane carriageway and struggles now with through traffic during the morning and evening peaks. Recent developments with little or no parking facilities provided, have seen the streets 'parked out' throughout the day as well as overnight, and the ensuing substantial increase in volume will be little short of disastrous. Vehicles constantly run the STOP signs now in their quest to avoid the Racecourse Road bottleneck.
2. To turn Right in to Stubbs Street then on the Smith Street for access to Lambert Street, Collett Street, Barnett Street, Rankins Road and Eastwood Street. There is little doubt that Smith Street traffic will increase dramatically. Once again, Smith Street is generally parked out, giving little visibility to the additional motorists on the above listed cross streets.

We do not understand why, with the closure of Eastwood Street, Rankins Road does not become 2 way. Rankins Road is the original 'Main Street' of Kensington. The facades of its many historic shop fronts highlight its history. It was built as the Through Road. It had a tram run down its centre spine. It is generally a broad two lane road (plus parking). It is significantly wider than Barnett Street, making it much safer as a Right Hand Turn option from Macaulay Road and allowing 2 Way traffic more readily. It is the logical street to be retained for through traffic and has been upgraded with roundabouts to assist in this purpose.

EASTWOOD STREET intersects with Racecourse Road at a set of traffic lights and would ideally remain accessible from Macaulay Road.

The PROPOSAL TO CLOSE EASTWOOD STREET AND EXTEND EXISTING PARK thereby becomes farcial in the context of the inconvenience and increased risks to life and property for all residents and businesses that are currently located on Barnett Street, Rankins Road and Smith Street.

Additionally, the proposals will again impact the Commercial district of Kensington which will suffer further by the continued removal of Short Term Parking from what WAS a busy Commercial hub. With no major site to accommodate parking, and since the withdrawal of the banks, Kensington has grown in to a hub of highly skilled speciality retailers and service providers (accountants, financial planners, gift and fashion stores, cafes and take away foods plus convenience retailers of foods and grocery lines and Real Estate Agents). All of these business types require both significant and adjacent short term, high turnover parking throughout the business day from early morning until after the evening meal (6:00AM – 9:00PM) This proposal will again reduce the number of parking spaces available to customers of those existing business by approximately another twelve (12). For many years, the traders have fought to retain available parking, which has been almost halved as a result of poorly planned roadworks and the allocation of RESIDENT EXEMPT parking due to the waiving of On Site parking within recent residential developments.

As residents, traders and employers in the district for more than twenty one years we can advise that the Kensington Commercial hub has suffered tremendous losses due to recent decisions that have included :

- Closing Bellair Street to ALL PARKING during the 3 week lead up to Christmas last year to complete “scheduled footpath works” (Flabbergasting !)
- Once again closing Bellair Street to parking for another 3 week period whilst a 2nd Pedestrian Crossing and a small garden was installed within 15 mtrs of the existing pedestrian Right Of Way crossing (at the corner of Macaulay Road, which had already been painted to represent a Pedestrian Crossing).

A matter of 5 metres to the other side of the new Pedestrian Crossing, a new speed hump was installed and also painted to appear as if it were a crossing. In fact, more people appear to cross at the speed hump than the crossing, and the pedestrian traffic across the corner continues. We would suggest that the newly installed arrangements are more confusing to both pedestrians and motorists alike, with the result being a higher likelihood of an accident.

These works cost the loss of approximately twelve spaces (including RESIDENT EXEMPT)

- The Plan for the Discontinuance of Rankins Road and Eastwood Street will undoubtedly see a number of Kensington business's fail and livelihoods disappear. The attractions of Kensington are it's adjacency to the city, public transport alternatives and major traffic routes along with it's buoyant local business district. But the district will only remain buoyant given it's ability to attract custom from other areas. Those customers arrive, or pass through, by private transport (car), and, they need the availability of Short Term Parking (1 hour, 2 Hours).

There is clearly insufficient parking of this type now without further decreasing what is available to the shopping strip.

Sincerely

Genevieve Conroy

Brad Phillips

Submission 10:

From: Morelle Bull

Sent: Thursday, 25 September 2014 1:41 PM

To: Urban Landscapes

Subject: Support and clarification regarding proposed discontinuance of portions of Eastwood St and Rankins Rd and proposed right turn ban

Dear Sir / Madam

I am writing in response to the letters provided on 1 September and 15 September 2014 regarding the proposed discontinuance of portions of Eastwood St and Rankins Rd, Kensington and the proposed right turn ban from Macaulay Rd into Rankins Rd.

Based on my understanding, I am in support of the proposal. More open space will be highly valued by the local community and will increase quality of life and amenity. However, it is unclear to me from the map and the Public Notice whether Rankins Rd will continue to be two way or whether it will become one way.

It appears from the map and the Public Notice that local traffic will continue to be able to turn left and right from Rankins Rd into Macaulay Rd. Is this correct? If there were any limitations around exiting Rankins on to Macaulay, then I would have concerns with the proposal as it would effectively box in the area in which I live (corner of Barnett and Robertson Sts) and make it difficult to exit the area to travel west to Footscray and Highpoint or east to the freeway or North Melbourne.

Look forward to your reply.

Yours sincerely

Morelle Bull

Submission 11:

From: Enid Hookey
Sent: Sunday, 28 September 2014 11:14 PM
To: Urban Landscapes
Subject: Attention: Ian Shears

Dear Ian,

I write to you in relation to the proposed discontinuance of portions of Eastwood St and Rankins Rd in Kensington, and proposed right turn bans from Macaulay Rd into Rankins Rd.

As a resident of Barnett St Kensington, for over 30 years, I have observed cars rat-running in my neighbourhood. There are some signs prohibiting this behaviour, but rat-runners are opportunistic, they make choices based on their own impulsive needs, they can see whether police are in attendance or not, and they disobey the law.

I have done my own traffic analysis and have notified the police with my evidence that traffic calming measures currently in place do not prevent motorists and cyclists from making illegal turns that may well cause injury to themselves, other motorists, pedestrians and cyclists.

The proposed discontinuance of Eastwood St will only exacerbate the current problem-driver behaviours, with consequences such as the three issues I describe below.

1. City bound morning traffic currently makes illegal right turns from Macaulay Rd and Eastwood St (north section) to Eastwood St south section. Are you aware that policing is ineffective in preventing opportunistic turns from drivers, who show no concern for pedestrians (many of them school children)? It is likely that drivers making this illegal turn will be even more impulsive with the proposed changes to Rankins Rd, as there will be pressure from drivers queued behind them. i.e. they will be more likely to make a faulty judgement that it is 'safe' to break the law, and will hit a cyclist or pedestrian in their self-absorbed haste.
2. Again, in relation to city bound morning traffic, what measures do you plan to implement for handling changes in traffic volume for Rankins Rd, where it intersects with Macaulay Rd? It is reasonable to expect that a two-way Rankins Rd will lose the dedicated right-turn lane into Macaulay Rd. Are right-turns from Rankins to Macaulay going to be prohibited? If not, we can expect queuing at this point, and as a result, increased rat-running by impatient drivers who will use Barnett St,

where they will be able to turn right or left into Macaulay Rd. My traffic analysis shows increasing use of Barnett St to access Eastwood St south section. What traffic count / analysis has the City of Melbourne undertaken and can residents see the data?

3. In relation to out bound (from city) traffic, where you have proposed a complete right-turn ban from Macaulay into Rankins, I am concerned about the lack of consideration for the impact to Barnett St. Despite the existing right turn (from Macaulay to Barnett) during afternoon peak-hour, illegal turns are (opportunistically) made. Outside of the 4:30 pm - 6 pm prohibition, ALL outbound traffic to northern suburbs will use Barnett St. There is a children's playground at the corner of Barnett St and Robertson St that is well frequented, at all hours of the day and night. The increased traffic that you are feeding into Barnett St represents an unacceptable risk to pedestrians and residents of Barnett St.

I gave my feedback through the City of Melbourne 'Participate' website that the proposed additional public open space is ill-considered and a thinly-veiled attempt to justify unreasonably high population density apartment blocks in areas of Kensington that, according to the Municipal Strategic Statement, are categorized as 'stable' areas of 'valuable character' where little change to the existing pattern of housing will occur.

I remain opposed to the proposed discontinuance of parts of Eastwood St and Rankins Rd because you have simply pushed existing and likely new traffic problems from Eastwood St into Barnett St

If the proposal does go ahead, then additional traffic calming and/or turning bans for Barnett St should be discussed with the community, and they must be consistently enforced. It shouldn't be left to residents to call up the police and ask for their attendance. Rat-runners are opportunistic and they break the law when police aren't present. If you are really serious about improving the safety and amenity of residential streets, then additional turning bans to control city bound rat-running, and consistent enforcement measures (such as cameras) are needed.

Yours truly

Enid Hookey

Submission 12:

From: Elizabeth Alcorn **On Behalf Of** Urban Landscapes

Sent: Wednesday, 1 October 2014 4:46 PM

To:

Subject: RE: PROPOSED RIGHT HAND TURN BAN FROM MACAULAY INTO RANKINS ROAD and Request to be heard

Dear Jennifer,

Thank you for your comments on the proposed right turn ban from Macaulay Road into Rankins Road. An additional traffic analysis on the impact of a right turn ban into Rankins Road from Macaulay Road is currently underway. Your feedback, the additional traffic analysis data, along with other community members feedback will inform a report on the right turn ban proposal to go to Council on Tuesday 25 November.

It appears from your email that you wish to be heard in relation to the right turn ban proposal which will be decided at the Council meeting on Tuesday 25 November (not the Submissions Committee on 8 October). If this is the case then you will need to follow the instructions on our website to be heard. Please refer to the link here for instructions on how to make a submission to be heard at a Council meeting:

<http://www.melbourne.vic.gov.au/AboutCouncil/Meetings/Pages/CommunicateWithCouncil.aspx>

The proposed road discontinuance of portions of Eastwood Street and Rankins Road can proceed without the implementation of a right turn ban into Rankins Road from Macaulay Road as the proposed road discontinuances to create the park will retain a two-way along Rankins Road to Macaulay Road. I've marked up a section of the proposed plan to clarify this for you. Although the existing north bound traffic along Eastwood Street will be realigned to run along Rankins Road as a result of the road discontinuances, this realignment will not stop traffic turning right or left from Macaulay Road into Rankins Road and heading north up Rankins Road and then into Eastwood Street. Only the implementation of a right turn ban into Rankins Road from Macaulay Road would stop traffic turning right into Rankins Road.

The Submissions (223) Committee will meet to hear any submissions in relation to the proposed road discontinuances to create the new park on 8 October. If you still want to be heard in relation to the proposed road discontinuances, please let me know as soon as you are able to by responding to this email as submissions close on Thursday 2 October.

Hope that this assists you with clarifying the process for the two proposals.

Yours Sincerely,
Elizabeth Alcorn on behalf of Ian Shears
Urban Landscapes

City of Melbourne | Council House 2, 240 Little Collins Street Melbourne 3000 | GPO Box 1603
Melbourne 3001

T: 03 9658 9658 | E: urbanlandscapes@melbourne.vic.gov.au
www.melbourne.vic.gov.au | www.melbourne.vic.gov.au/whatson

We value: Integrity | Courage | Accountability | Respect | Excellence
Please consider your environmental responsibility before printing this email.



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

From: Walker, Jennifer L

Sent: Wednesday, 1 October 2014 12:04 PM

To: Urban Landscapes

Cc: Ian Shears
Subject: Re: PROPOSED RIGHT HAND TURN BAN FROM MACAULAY INTO RANKINS ROAD
Request to be heard

Dear Ian Shears

I further request to be heard at the meeting of the Committee, scheduled on the 8th October.

Sincerely

Jennifer Walker

Sent from my iPad

> On 1 Oct 2014. at 11:00 am. Walker. Jennifer L

>

> Dear Ian Shears

>

> I write in strong opposition to the Future Melbourne Committee's 'full 3time right hand turn ban for vehicles other than replacement buses, turning from Macaulay Road into Rankins Road'. Placing a ban on turning at this major thoroughfare will result in the unacceptable use of tiny nearby streets such as Barnett Street and Smith Street to connect from Macaulay Rd to Racecourse Road.

>

> The major thoroughfares used to connect Macaulay Road and Racecourse Road are Rankins/Eastwood Street and Bellair Street. Between these two roads is a very busy street level train crossing. Significant traffic travels up Macaulay road at all times in the day and particularly at peak times where traffic can be banked up for 5 blocks or so. The roads currently being used by the traffic such as Rankins/Eastwood Streets are considerably wider than most other nearby streets and are the best equipped Roads in place to handle to traffic flow.

>

> Closing the Rankins/Eastwood Street turn will cause traffic to look for other places to turn. This would increase traffic flow on Bellair Street, Stubbs Road, Epsom Road (which already take their fair share of the flow, but more worryingly divert traffic onto skinny suburban streets ill equipped to handle such flow.

>

> I am a rate payer and resident of the street adjacent to the proposed no right hand turn ban into rankins/eastwood street, Barnett Street. It has a no right hand turn from Macaulay Road in the peak afternoon/evening hours. Barnett Street is a very skinny street in comparison to Rankins Road and Eastwood Street which are both built for ease of traffic flow in both directions. There are portions of Barnett Street where only a single car may travel at a time.

>

> A no right hand turn ban in the next street up will cause traffic to use Barnett Street as a short cut most definitely in the evening as the ban on Barnett street appears softer and undoubtably will cause MAJOR traffic in the morning when there are no restrictions on turning into Barnett Street.

>

> I understand and respect the development of a green space and the desire to make this a safer place to play. However, Barnett Street has it's own small green space which is a well used public space by local children and families. The diversion of traffic away from one (currently not even used

space) to right past a heavily frequented and loved park seems ludicrous and unfair. The traffic flow should be shared amongst streets able to handle the flow.

>

> Barnett Street, as with many other streets that will be affected by this proposed no right hand turn ban are not equipped to handle the traffic that would be diverted onto our tiny streets. I urge you not to place a full time right hand turn ban onto Rankins/Eastwood street as it will create unacceptable strain onto other nearby tiny streets such as Barnett Street.

>

>

>

>

> Jennifer Walker

>

> kensington

>

> Sent from my iPad

Important - This email and any attachments may be confidential. If received in error, please contact us and delete all copies. Before opening or using attachments check them for viruses and defects. Regardless of any loss, damage or consequence, whether caused by the negligence of the sender or not, resulting directly or indirectly from the use of any attached files our liability is limited to resupplying any affected attachments. Any representations or opinions expressed are those of the individual sender, and not necessarily those of the Department of Education and Early Childhood Development.

Submission 13:

KENSINGTON VIC 3031

OCTOBER 1 2014

**PROPOSED DISCONTINUANCE OF PORTIONS OF EASTWOOD STRETT AND RANKINS ROAD
IN KENSINGTON AND PROPOSED RIGHT HAND TURN BAN FROM MACAULY ROAD INTO
RANKINS ROAD**

Mr Ian Shears,

Manager Urban Landscapes

Dear Ian,

I have resided in Kensington since 1984. I use this intersection when travelling to and from the western suburbs, especially on returning as I find it safer to turn left from Macaulay Road into the area than making a right hand turn from Racecourse Road

The present setup allows vehicular traffic to access the area in a safe manner, either when making a left or right hand turn from Macaulay Road.

Motorists may also proceed from Rankins Road safely to Macaulay Road when making a left or right hand turn.

I feel that the present design of the intersection works well in that vehicular traffic is separated by the roundabout and pedestrians have a safe crossing from the station area, towards Macaulay Road.

The proposal does not show details of the road way width, but I assume it would be two way traffic, as the train replacement bus is permitted to make a right hand turn into Rankins Road.

Would the width of the proposed road modification allow two train replacement buses to be picking up passengers safely at the same time?

I think that having a two way road in this area, after many years of only one way traffic with parking on the eastern side, would be a very unsafe practice for pedestrians. Maybe a barrier would need to be erected on the eastern footpath to guide pedestrians to a safe crossing point.

Parking would be removed for residents and traders in the area and this would cause problems with deliveries and tradesmen parking when they are working on properties along Rankins Road.

We need all the parking we now have as all Councils are permitting Developers to construct large blocks of units with reduced car parking spaces on site.

Another point I would like to make that when a vehicle has collided with the overhead rail bridge in Racecourse Road at Newmarket station and traffic is diverted towards Macaulay Road, would large articulated vehicles be able to negotiate through the reduced roadway area at Rankins Road / Eastwood Street junction safely?

We all know that these incidents are frequent and cause mayhem in Racecourse Road and surrounding streets.

Another problem which reduces the flow of diverged traffic through incidents of this type is the frequent closing of the rail boom gates across Macaulay Road

A big problem when these incidents occur is that motorists are confused because they do not know where they are going as they are not familiar with the area. Perhaps signs pointing to Macaulay Road could be erected in the area.

If there is a problem with train passengers crossing Eastwood Street near the station perhaps a pedestrian barrier could be erected to make them cross at the crossing point.

The right hand turn ban for all vehicles, except train replacement buses from Macaulay Road to Rankins Road area, in conjunction with the ban on right hand turns from Macaulay into Barnett Street in peak hours would require residents in this area make a right hand turn at Stubbs Street, which could cause traffic to bank up through the rail crossing .

There are parks within walking distance of this park in Robertson Street, Parsons Street and the Skinny Park.

I remember the local traffic chaos caused in the area in around 1986 when Council erected traffic barriers across many streets to deter through traffic, some residents had to travel through heavy traffic in Stubbs Street and Racecourse road to depart the area and return home.

Would Emergency Services be consulted on the proposed changes to the area?

Yours Sincerely

Kevin Mansbridge

Submission 14:

From: Randall & Lynda Lewis

Sent: Thursday, 2 October 2014 4:11 PM

To: Urban Landscapes

Subject: Objection: Proposed Right Turn Ban from Macaulay Rd to Rankins Rd, Kensington

I am writing to object to the proposed right turn ban from Macaulay Road to Rankins Road in Kensington. After reading the material presented to the Future Melbourne Committee on 10 June 2014, I would make the following comments in support of my objection:

- I am a resident of Kensington and live within 400m of the proposed re-development.
- I drive along Macaulay Road during peak travel times each day of the week.
- I support the creation of additional open space within Kensington.
- The design put forward for the additional open space would appear to add significant amenity to the area while still allowing for 2-way traffic flow in Rankins Road adjacent to the park. As should always be a major objective with changes such as this, this would appear to be a win-win by adding open space and maintaining existing vehicle access.
- Adding a right turn ban is unfair to residents of Kensington, and residents in this part of Kensington in particular, as it is likely to significantly reduce ease of access to their homes.
- The proposed ban would unnecessarily force residents travelling to the West along Macaulay Rd to divert on to other small side streets (eg. Barnett St) adding traffic to these streets and reducing the amenity of residents of those streets.
- In addition, with the existing peak hour right turn ban in to Barnett St from Macaulay Rd, the proposed ban would further force residents travelling from the East during these times to access the area via Stubbs St and Smith St, reducing the amenity of Smith St residents.
- As appropriate speed control measures will be in place for cars travelling along Rankins Rd there should be no need to also artificially restrict vehicle movements. Safely and easily driving through Kensington for residents is already difficult and any Council actions that would further adversely impact this should only be done for unavoidable reasons – allowing 90% of the traffic movement but not 100% would not appear to be ‘unavoidable’.
- Despite having access to good Public Transport options, nearly all residents are also reliant on vehicles for those times Public Transport is not practical. Maintaining sensible and safe vehicle access for residents is important for the suburb’s amenity and attractiveness as a place to live.
- If it is safe for vehicles to be able to turn left out of Macaulay Rd in to Rankins Rd then there is no reason it should also not be safe for right turning vehicles, again considering that appropriate speed control measures will be in place.
- The estimate of only a 10% reduction in traffic movements due to the ban would seem conservative which would result in a much higher impact on residents.
- Creation of additional open space should not be at the expense of one user group over another where it is not absolutely necessary. In this situation Council can meet it’s objective of creating additional open space while also not adversely affecting the amenity of resident’s access. The proposed design allows for 2-way traffic movement and this should be maintained - Residents can enjoy both the increased open space and, after the realignment of Eastwood St and Rankins Rd, continue to have the same vehicle access as present.

Please feel free to contact me should you want to discuss any of my comments further.

Thank you.

Regards

Randall Lewis

Submission 15:

From: Frances Bishop
Sent: Friday, 19 September 2014 1:51 PM
To: Urban Landscapes
Subject: Proposed Right Turn Ban into Rankins Rd from Macaulay Rd, Kensington

Good Afternoon,

Thank you for providing notice of, and an opportunity to respond to, the proposal to introduce a right turn ban into Rankins Road from Macaulay Road as part of the Eastwood St and Rankins Rd Reserve expansion.

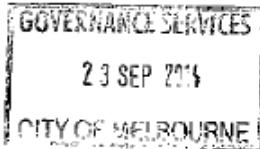
I have previously provided feedback to council in support of the reserve expansion, and I am pleased to see it has been approved by council. I am concerned, however, about the introduction of the right turn ban. In reading the minutes of the committee meeting I can see this has been proposed in order to calm traffic in the Rankins Road area, which is an understandable desire of the residents in the area. The consequence of this ban, however, will be a significant increase in traffic turning right into Barnett Street from Macaulay Road and proceeding through to Rankins/Eastwood either via Robertson St or Smith St. Not only is Barnett St much narrower than Rankins Rd meaning traffic flow will be compromised (particularly between Robertson and Smith, where traffic can only flow in one direction at a time), as I mentioned in my submission to the reserve proposal, any change that results in an increase in traffic through the Barnett St/Robertson St intersection is dangerous. Vehicles moving through this intersection *rarely* come to a stop when crossing Robertson St, in either direction. With a children's playground located on one corner, and children often using the short discontinued area of Robertson St as a ball play area, increasing the volume of traffic here is, in my view, incredibly risky.

As a local resident, it is my preference that the flow of traffic through the area not be altered by the use of right turn bans. However, if it is deemed that the ban into Rankins Road is to be implemented, I would urge council to also implement a right turn ban into Barnett St. This would force traffic wanting to access this area of Kensington (or rat run through to Racecourse Rd) to use Stubbs and Smith Streets, which are both much more suitable for through traffic.

Thank you for your consideration of my thoughts on this proposal. Please feel free to contact me if further information would help inform the decision making process. I would also appreciate a response to the concerns I have raised.

Kind Regards,

Submission 16:



Ray Bennett

Kensington
22/9/14

PROPOSED DISCONTINUANCE OF PORTIONS OF EASTWOOD STREET
& RANKINS ROAD, KENSINGTON in ORDER to CREATE
PUBLIC OPEN SPACE.

Dear Sir,

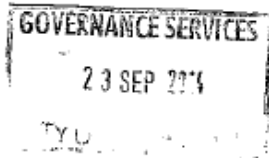
I wish to make a submission in regard to
this proposal.

As a long term resident of Barnett St I am concerned
that it will greatly increase the traffic volume in Barnett St,
which is already used as a thoroughfare, at excessive speed.
This then becomes a greater safety issue for children
crossing the road to use the Barnett/Robertson Reserve.

Instead of spending rate payers money on a piece
of open land that will be under utilized, the money
would be better directed towards improving the existing
parks ie. Barnett/Robertson & Parsons St Parks.

The fencing around these parks is in poor condition,
and in the case of the Barnett/Robertson park, better
control of the people using it for their dogs from the Vet
Clinic down the road, is needed.

Ray Bennett.



IRENE PROUDLOCK

KENSINGTON

22/9/14.

Proposed Discontinuance of Portions of Eastwood street and Rankins Road, Kensington in order to create Public Open Space.

Dear Sir,

I wish to make a submission in regard to this proposal.

It is going to direct more cars down Barnett St which already has a high volume. Speeding is also a problem and this is only going to make it worse. There is a lot of families with young children in the area who use the Barnett Robertson Park. The high volume of traffic will increase the danger for children who use the Park.

This piece of open land you wish to create appears to have little purpose — the greatest demand for public space in this area is for children's play areas or places where families can gather.

After consulting the residents in this area, it appears that the majority of them actively don't want this proposal to go ahead.

Then WHY are you spending our money on projects that we don't want. It seems to me you are just creating ~~work~~ unnecessary work for your contractors. Read into that what you will.

IRENE PROUDLOCK

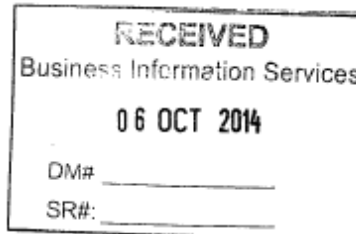
Moonee Valley City Council | 9 Kellaway Avenue Moonee Ponds
PO Box 126 Moonee Ponds Victoria Australia 3039
Telephone 03 9243 8888 | Facsimile 03 9377 2100
Email council@mvcc.vic.gov.au | Website mvcc.vic.gov.au
ABN 54 651 216 324 | DX 212139



File: FOL/13/695 & 14/185325
Enquiries: 9243 8888

25 September 2014

Mr Ian Shears
Manager Urban Landscapes
City of Melbourne
GPO Box 1603
MELBOURNE VIC 3001



Dear Mr Shears

PROPOSED EASTWOOD STREET AND RANKINS ROAD RESERVE PARK EXPANSION

I refer to your recent correspondences in relation to the proposed Eastwood Street and Rankins Road Reserve Park Expansion.

I am pleased to advise that Moonee Valley City Council does not object to the proposed discontinuation of portions of Eastwood Street and Rankins Road to create valuable public open space in central Kensington.

The proposed pedestrian crossing on Eastwood Street, the provision of additional public space and various traffic calming measures will improve pedestrian safety and accessibility. There are currently no cycle parking options on the Eastwood Street side of Kensington Station and accordingly, Moonee Valley supports the local community's recommendation for the provision of bicycle racks on the Eastwood Street side of Kensington Station.

With respect to the proposal to introduce a full time right turn ban for vehicles (other than train replacement buses) turning from Macaulay Road into Rankins Road, the following points are considered relevant:

- Traffic travelling to the proposed residential development at Flemington Racecourse on Epsom Road may be somewhat effected. The multi-storey residential development is proposed to be accessed via a left-in, left-out arrangement. Traffic accessing the development from the north, for example from Melbourne Airport, Hume or Moonee Valley, would therefore have to take a route that allows them to approach the site access from the south. Eastwood Street is likely to form part of such a route, as many right-turn movements for traffic travelling eastbound on Racecourse Road are banned.
- Consideration should be given to cyclists who will want to turn right from Macaulay Road into the newly designed Rankins Road. Given that cyclists have a high propensity to follow desire lines, this could increase the potential conflict between cyclists turning right into Rankins Road and other vehicles continuing on Macaulay Road.

- It is understood that this proposal is expected to reduce the northbound traffic by approximately 240 vehicles from 7am to 7pm on weekdays and Council acknowledges that this proposal may create a diversion in traffic to other local streets in City of Melbourne.

Therefore, having considered the proposal with respect to all the above matters, Moonee Valley City Council does not object to the proposed increase in open space and the full time right-turn ban from Macaulay Road into Rankins Road.

It is also noted that, Eastwood Street is currently marked on the TravelSmart map as an off-road shared path from Macaulay Road to Racecourse Road. It appears as though the shared path only commences on Eastwood Street north of Smith Street. From the site visit conducted by Council on the 18th September 2014, it was observed that confident cyclists rode along Eastwood Street for the entire length of the road between Macaulay Road and Racecourse Road, with less confident cyclists more likely to utilise the shared path.

Should you have any further enquiries regarding this matter, please do not hesitate to contact Ms Anna Psarras, Coordinator Transport on

Yours sincerely,

BRYAN LANCASTER
Director City Works and Development

Submission 19:

From:

Sent: Thursday, 9 October 2014 9:55 AM

To: Elizabeth Alcorn

Cc:

Subject: Re: Late Submissions for today's Submission Committee Hearing 3pm on Eastwood Street and Rankins Road Kensington in order to create a public open space

Hi Elizabeth, thank you for your phone call yesterday and sending through the email summarising PTV's position.

Please find below PTV's final submission FYI. Thanks Stephanie

PROPOSED DISCONTINUANCE OF PORTIONS OF EASTWOOD STREET AND RANKINS ROAD, KENSINGTON IN ORDER TO CREATE PUBLIC OPEN SPACE

Thank you for providing Public Transport Victoria (PTV) the opportunity to provide a written submission regarding the proposed closure of portions of Eastwood Street and Rankins Road that was advertised in The Age, 4/10/2014.

Overall, PTV supports the proposal to upgrade this area to create a high quality pedestrian zone subject to the following conditions:

- Council agree to work with PTV to plan for DDA compliant access ramps to Kensington Station as part of the works and licence them to go partially on the closed road area if necessary to achieve a regrade of the access ramps to the underpass and station to meet DDA compliance.
- Ensure Kiss n Ride Parking is relocated along Eastwood Street (10 min parking); provide designated Taxi Bays x 2 and DDA Bays x 2 on the remainder of Eastwood Street or Rankins Road.
- Enable turns for Train Replacement Buses to be tested and located in the vicinity of the area. (Currently they are right out in front of the door).
- Ensure changes have no impact on public transport infrastructure or operations, (including the 402 Bus Service which runs along Macaulay Road).
- Undertake a Traffic Assessment as part of the redesign of the area.
- Early engagement with all relevant transport authorities (PTV, VicTrack, DTPLI and VicRoads, where appropriate) is strongly encouraged.

Should you require further information relating to this matter, please do not hesitate to contact Stephanie Prvcic on telephone 90274858.

Stephanie Prvcic
Senior Transport and Land Use Planner
Network Planning
Public Transport Victoria
Level 10, 750 Collins Street
DOCKLANDS VIC 3008

PO Box 4724 MELBOURNE VIC 3001



For more information visit www.ptv.vic.gov.au
or call 1800 800 007 (6am – midnight)

From: Elizabeth Alcorn <Elizabeth.Alcorn@melbourne.vic.gov.au>
To:

Date: 08/10/14 10:44 AM

Subject: Late Submissions for today's Submission Committee Hearing 3pm on Eastwood Street and Rankins Road Kensington in order to create a public open space

Hi Marlo

Please find below comments as a late submission from Stephanie Prvcic (PTV) which I recorded in discussion with Stephanie over the phone. She will forward a more formal email response early Thursday morning however to ensure that this information is considered at the Submissions (223) Committee hearing she has provided the following information by phone.

PTV advises that they support the road discontinuance in principal as PTV believe that it is good for Council to be upgrading the area to a create a high quality pedestrian zone subject to a few conditions and considerations in the final design process.

1. The 10mins "kiss and ride" temporary parking spots to be relocated along Eastwood Street
2. The provision of two designated taxi bays and two DDA parking bays on Eastwood Street or Rankins Road
3. That Council agree to work with PTV to plan for DDA complaint access ramps to Kensington Station
4. That a traffic assessment is undertaken with the design work
5. Turns for train replacement buses be tested and located in the area.
6. There is no impact on PTV infrastructure or operations (including the bus service 402 which runs along Macaulay Road).

Stephanie apologised for the delay in providing this submission as it came to PTV's attention late in the submission process.

Thanks

Elizabeth

Elizabeth Alcorn | Parks Planner | Urban Landscapes

City of Melbourne | Council House 2, 240 Little Collins Street Melbourne 3000 | GPO Box 1603 Melbourne 3001
T: 03 9658 9658 | F: 03 9658 8840 | E: urbanlandscapes@melbourne.vic.gov.au
www.melbourne.vic.gov.au | www.melbourne.vic.gov.au/whatson

We value: Integrity | Courage | Accountability | Respect | Excellence
Please consider your environmental responsibility before printing this email.

This email is intended solely for the named addressee.
If you are not the addressee indicated please delete it immediately.

RESPONSE (DOT POINTS) TO KEY POINTS RAISED (UNDERLINED) IN ROAD DISCONTINUANCE SUBMISSIONS

Council received 19 submissions in relation to the proposed discontinuance of portions of Eastwood Street and Rankins Road in Kensington in order to create public open space. There were nine objections to the proposal and nine in favour of the proposal.

Most of the objections relate to concerns about the impact on Barnett Street of the related but separate proposal to introduce a full time right turn ban into Rankins Road from Macaulay Road. Most of the support for the proposal is directly related to the creation of new open space/park for Kensington.

The main objections to the proposal included:

Perceived increase in traffic flow into Barnett Street and impact on its amenity and safety as a result of the full time right turn ban proposal (6 respondents)

Comments:

- The full time right turn ban is not part of the road discontinuance consideration. Under the proposal Rankins Road will become a two-way street from Macaulay Road. The road discontinuance would not prevent north bound traffic movements into Rankins Road and then Eastwood Street.
- The road discontinuance proposal could be implemented without a full time right turn ban being put in place.
- The traffic volumes within Eastwood and Rankins Road are considered relatively low volumes and acceptable for a local residential street. A full time right turn ban for traffic entering Rankins Road from Macaulay Road will reduce northbound traffic over the period from 7am to 7pm on weekdays by approximately 241 vehicles (over 10 per cent of current two way traffic volumes). The displaced 240 vehicles are unlikely to all utilise Barnett Street as indicated in a traffic survey and analysis on the proposed right turn ban for Rankins Road undertaken by Movendo in September 2014. The draft traffic report (16 September 2014) shows that a small percentage of those making a right turn movement into Rankins Road are potentially more likely to utilise other routes in particular Stubbs Street and Epsom Road to reach their east and west side destinations rather than Barnett Street, if Rankins Road was unavailable to turn right into from Macaulay Road.

Would inconvenience local motorists (2 respondents)

Comment:

- The road discontinuance would not prevent north bound traffic movements either left or right from Macaulay Road into Rankins Road and then Eastwood Street. The implementation of the right turn ban from Macaulay Road into Rankins Road would affect north bound traffic movements. Southbound traffic movements down Eastwood Street are relatively as per existing conditions apart from a give way at Eastwood Street where it intersects with Rankins Road.

Would result in a loss of parking in the area for local businesses and residents (2 respondents)

Comments:

- There will be no net loss of parking in Eastwood Street as there have been angle parking spaces proposed to the north of the proposed park in order to offset the loss of any parallel parking abutting Kensington Station.

- The proposed discontinuance should not increase traffic in Barnett Street as Rankins Road will have a two-way traffic flow allowing access via Eastwood Street to Racecourse Road.

Council should consider utilising resources on other priorities (2 respondents)

Comment:

- The Open Space Strategy endorsed by Council in 2012 identifies that there is a need to improve open space provision in Kensington for the local community. The objective of the project is to provide a new public open space in Kensington and increase the canopy cover in the local area to meet Urban Forest Strategy objectives.

The present traffic flow configuration with the roundabout works well

Comment:

- The objective of the project is to provide publically accessible open space in Kensington. The Open Space Strategy identifies that there is a need to improve open space provision in Kensington for the local community. Some changes are required in order for this to happen. The use of underutilised road space that abuts existing open space or medians is the most cost effective way for Council to obtain new open space.

No good reason for the proposal

Comment:

- The Open Space Strategy identifies that there is a need to improve open space provision in Kensington for the local community.

Not a well-used road so no need for traffic calming

Comments:

- The objective of the project is to provide publically accessible open space in Kensington. The Open Space Strategy identifies that there is a need to improve open space provision in Kensington for the local community. Some changes are required in order for this to happen. Using of underutilised road space that abuts existing open space or medians is the most cost effective way for Council to obtain new open space.
- Pedestrians have been observed on several occasions by Council officers illegally crossing the currently wide expanses of road, even though pedestrian crossing points exist. This is mainly as a result of a desire line to get from Rankins Road to the Kensington Station entrance. The proposed rationalisation of north and south bound roads reduces the expanse of road that pedestrians will need to cross to access the station.

Having a two way road where there was a one-way would decrease pedestrian safety

Comments:

- Pedestrians have been observed on several occasions by Council officers illegally crossing the currently wide expanses of road, even though pedestrian crossing points exist. This is mainly as a result of a desire line to get from Rankins Road to the Kensington Station entrance. The proposed rationalisation of north and south bound roads reduces the expanse of road that pedestrians will need to cross to access the station.
- A reduced road width will assist in improving pedestrian safety and the changes in the intersection by the creation of a new landscape will signal that the road layout is significantly different making pedestrians more cautious. Existing traffic calming measures will remain in

place along Rankins Road. City of Melbourne will monitor any additional feedback as a result of the implementation of the proposal to address any issues arising from pedestrian access.

The main reasons in favour of the proposal included:

Creation of additional open space in Kensington (7 respondents)

Comments:

- The Open Space Strategy identifies that there is a need to improve open space provision in Kensington for the local community. The proposal will effectively double the size of the existing open space on site to approximately 2250m².
- There will be a 15% increase in canopy cover (when trees reach maturity) which will help achieve Urban Forest Strategy objectives for Kensington.

Significantly improve local area amenity (2 respondents)

Comments:

- The increase in vegetation and parkland for local community informal recreation will improve local area amenity and wellbeing.
- There will be a 15% increase in canopy cover (when trees reach maturity) which will help achieve Urban Forest Strategy objectives for Kensington. Shading from the increased canopy will assist with local area cooling in summer and the removal of air borne pollutants in the air from vehicle exhaust and other sources.
- The removal of asphalt and installation of permeable landscape surfaces will assist in water capture by the soil, assist in maintaining and improving tree and vegetation health, assist in sustaining the park to provide local area amenity and mitigate flooding.

Will improve pedestrian safety (2 respondents)

Comments:

- The proposed simplification of the road layout, narrowing of streets and decreased pedestrian crossing distances will improve pedestrian safety and encourage motorist to be more cautious.
- The detailed design process will incorporate pedestrian desire lines.

Will retain existing two-way traffic flow as Rankins road will be a two-way street, while creating public open space.

Comment:

- Rankins Road will remain a two-way street allowing a north-south traffic flow between Macaulay Road and Racecourse Road. Only a right-turn ban will prevent traffic from the east utilising access to Rankins Road.

Other comments included:

Support open space creation but opposed to right turn ban (6 respondents)

Comments:

- Rankins Road will remain a two-way street allowing a north-south traffic flow between Macaulay Road and Racecourse Road. Only a right-turn ban will prevent traffic from the east utilising access to Rankins Road.
- The road discontinuance proposal could be implemented without a right turn ban being put in place.

Motorists will be unable to do a right or left hand turn from Macaulay Road

Comment:

- Under the proposal motorists be able to physically both turn right and left from Macaulay Road. However the proposed right turn ban will prevent vehicles (except train replacement buses) from turning right from Macaulay Road into Rankins Road. Vehicles from Rankins Road will be able to turn left and right from Rankins Road without hindrance as there are dedicated right and left turn lanes so that left turning vehicles are not held up by right turning vehicles.

Rankins Road will become a one-way street

Comment:

- Under the proposal Rankins Road will become a two-way street from Macaulay Road. The road discontinuance would not prevent the north bound traffic movements into Rankins Road and then Eastwood Street.

Would the width of the proposed road modification allow for two train replacement buses to pick up passengers at the same time?

Comment:

- Metro trains have assessed the proposed landscape plans and discussed the proposed parking/traffic changes on site with Council officers. Metro advised that they have no objection to the proposed road layout and parking arrangements for the train replacement bus and that it will not hinder their operations in any way.

Would large articulated vehicles be about to negotiate the area if traffic is diverted towards Macaulay Road?

Comment:

- Truck movements in the area have been accounted for in the functional traffic layout during the landscape design process.

Would Emergency Services be consulted as part of the changes?

Comment:

- Emergency Services are consulted as a matter of course with any changes to road layout that may impact vehicle access. The proposed changes to the road layout will not hinder vehicle access in the area including truck and bus movements.

**SUBMISSIONS FOR PROPOSED FULLTIME RIGHT TURN BAN INTO
RANKINS ROAD FROM MACAULAY ROAD, KENSINGTON**

Submission 1:

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

From: Chris Page
Sent: Saturday, 6 September 2014 10:20 AM
To: Urban Landscapes
Subject: Right turn ban at Rankins Road

We are writing regarding the proposed "right turn ban at Rankins Road from Macaulay Road Kensington" we are apposed to this proposal on the grounds that a no right turn would force vehicles to use Barnett Street as an alternative way of reaching their destination which could be Pin Oak Crescent or Race Course Road, or any of the streets between.

We are residents of Barnett Street and already suffer from cars being parked here from adjacent streets and from train travellers leaving their vehicles here, as we are currently an unrestricted area for parking. Barnett Street is a narrow street and forcing more traffic down it would have a severe impact on traffic flow, i.e.. there is not enough room for 2 cars to pass as it is without more traffic using the street.

Traffic that presently turns right at Rankins Road would not use Bellair Street as this would put them on the wrong side of the railway lines to get where that would be aiming to end up, and Bellair already has a right turn restriction, so their only alternative would be Barnett Street.

We would ask the authorities to seriously reconsider this short sighted attempt to regulate traffic in Rankins Road for the sake of a park that in all honesty no one would use, and just creates more traffic woes for the residents of Kensington.

Yours Faithfully

Chris & Fiona Page

KENSINGTON.

Submission 2:

From: Andrew Mealor
Sent: Saturday, 6 September 2014 2:01 PM
To: urданlandscapes@melbourne.vic.gov.au; Ian Shears
Subject: Discontinuance Eastwood St, Kensington CoM Ref 8704441v3

Dear Council,

I am writing in regards to the CoM reference above that notified me regarding the proposed discontinuance of portions of Eastwood St and Rankins Rd in Kensington. The notice mentions a proposed full time ban for vehicles turning right from Macaulay Rd into Rankins Rd.

We live in Hardiman St which is south of Macaulay Rd. If we are driving from our house to Eastwood St we need to cross Macaulay Rd to continue along Eastwood St and into Flemington. This is not a straight crossroad however as you need to turn left onto Macaulay then right into Eastwood. Under your new proposal this route is no longer possible.

Where we live we are already disadvantaged by not being able to turn right from Macaulay into Eastwood (at set times) and we feel that further restrictions is not suitable for this area. If you are familiar with the area / surrounding one way streets you will know we are very limited in options.

I invite you to come to the area, if you are unfamiliar, to best understand my concerns.

You can call me to discuss if necessary.

Regards,
Andrew Mealor

Submission 3:

From: M Kapitan
Sent: Sunday, 7 September 2014 8:21 PM
To: Urban Landscapes
Subject: RE: Eastwood and Rankins Road alterations, Kensington

Hello Ian,

As the Kensington railway line divides Kensington (Bellair St on one side and Rankins/Eastwood on the other) , in order to get to the city side of Kensington (Eastwood/ Rankins Road side) we must cross the railway line and turn LEFT into Rankins Road. This is used consistently by Kensington residents to traverse one side of Kensington to another, and then further on to Royal Park etc.

Can you please confirm that there will be no ban on a left turn into Rankins or Eastwood from Macaulay Road.

Thanks

Michael

Submission 4:

From: Randall & Lynda Lewis
Sent: Thursday, 2 October 2014 4:11 PM
To: Urban Landscapes
Subject: Objection: Proposed Right Turn Ban from Macaulay Rd to Rankins Rd, Kensington

I am writing to object to the proposed right turn ban from Macaulay Road to Rankins Road in Kensington. After reading the material presented to the Future Melbourne Committee on 10 June 2014, I would make the following comments in support of my objection:

- I am a resident of Kensington and live within 400m of the proposed re-development.
- I drive along Macaulay Road during peak travel times each day of the week.
- I support the creation of additional open space within Kensington.
- The design put forward for the additional open space would appear to add significant amenity to the area while still allowing for 2-way traffic flow in Rankins Road adjacent to the park. As should always be a major objective with changes such as this, this would appear to be a win-win by adding open space and maintaining existing vehicle access.
- Adding a right turn ban is unfair to residents of Kensington, and residents in this part of Kensington in particular, as it is likely to significantly reduce ease of access to their homes.
- The proposed ban would unnecessarily force residents travelling to the West along Macaulay Rd to divert on to other small side streets (eg. Barnett St) adding traffic to these streets and reducing the amenity of residents of those streets.

- In addition, with the existing peak hour right turn ban in to Barnett St from Macaulay Rd, the proposed ban would further force residents travelling from the East during these times to access the area via Stubbs St and Smith St, reducing the amenity of Smith St residents.
- As appropriate speed control measures will be in place for cars travelling along Rankins Rd there should be no need to also artificially restrict vehicle movements. Safely and easily driving through Kensington for residents is already difficult and any Council actions that would further adversely impact this should only be done for unavoidable reasons – allowing 90% of the traffic movement but not 100% would not appear to be ‘unavoidable’.
- Despite having access to good Public Transport options, nearly all residents are also reliant on vehicles for those times Public Transport is not practical. Maintaining sensible and safe vehicle access for residents is important for the suburb’s amenity and attractiveness as a place to live.
- If it is safe for vehicles to be able to turn left out of Macaulay Rd in to Rankins Rd then there is no reason it should also not be safe for right turning vehicles, again considering that appropriate speed control measures will be in place.
- The estimate of only a 10% reduction in traffic movements due to the ban would seem conservative which would result in a much higher impact on residents.
- Creation of additional open space should not be at the expense of one user group over another where it is not absolutely necessary. In this situation Council can meet it’s objective of creating additional open space while also not adversely affecting the amenity of resident’s access. The proposed design allows for 2-way traffic movement and this should be maintained - Residents can enjoy both the increased open space and, after the realignment of Eastwood St and Rankins Rd, continue to have the same vehicle access as present.

Please feel free to contact me should you want to discuss any of my comments further.

Thank you.

Regards

Randall

Submission 5:

From: Helen Martin

Sent: Monday, 8 September 2014 5:53 PM

To: Urban Landscapes

Subject: Proposed right hand turn ban into Rankins' Rd off Macauley

Hello,

I have a property in Kensington (71 Barnett St), which I am currently renting out.

I have received advice from the City of Melbourne regarding this issue. Could you please advise on the perceived impact of the change on traffic on Barnett St?

Thanks,

Helen

Submission 6:

From: Kerry Stuart

Sent: Tuesday, 9 September 2014 3:28 PM

To: Urban Landscapes

Subject: right turn ban into Rankins Rd

To whom it may concern,

I am writing in response to the notification received regarding the proposed right turn ban from Macaulay Rd into Rankins Rd, Kensington.

If the creation of additional public space and subsequent roading changes goes ahead, then I vehemently oppose the proposed right turn ban. To go ahead with this will create enormous issues further back along Macaulay Rd as all the pressure will be on the Stubbs St intersection. This intersection already struggles as the traffic in the turning lane into Stubbs immediately after the bridge (when heading towards Kensington) blocks the straight through traffic due to the one lane of the bridge. The blockage then causes a line up of traffic right back down Macaulay to the Arden St intersection. This will only be exacerbated if a right hand turn is not allowed at Rankins from Macaulay. Furthermore, this situation would force more traffic to take the right hand turn at Stubbs and cause a back up of traffic at the Stubbs/Racecourse Rd intersection. It is already difficult for residents to get into the housing between Stubbs, Macaulay, Eastwood and Racecourse Rds with all the various bans on turns within this block - this will only get worse. I believe the ban will also cause rat-racing down the smaller arterials (such as Parsons or Smith, or Nottingham or Collett) within this square. I reside in Rankins Rd and already find it difficult enough to access at times - I believe these changes will make it worse, not better.

For what it's worth, I also hope the council will be sending cleaners on a regular basis to the additional public space when it is created so that it does not turn into the rubbish dump space such as at Newmarket station, nor continually be littered with empty, often smashed, beer or UDL bottles or food rubbish (and occasionally syringes) left by vagrants "hanging out" in these areas such as at Parsons Reserve. I get sick of picking these up on my dog walks so that kids, toddlers and pets utilising the area don't hurt themselves.

thank you
Kerry Stuart
Kensington resident

Submission 7:

From: Craig DePaola
Sent: Wednesday, 10 September 2014 9:03 AM
To: Urban Landscapes
Subject: Discontinuance of portions of Eastwood street and proposed right hand turn ban from Macaulay into Rankins

Good Morning Ian,

As a long term resident of Rankins Rd (20+ yrs) I find it hard to understand what benefits could actually be realised in having this full time ban on turning right into Rankins Rd from Macaulay. Macaulay RD is more than wide enough to accommodate the second lane of straight through traffic when cars are turning right into Rankins in its current form. There are already numerous right hand turn restrictions into the suburb, is another one really necessary and to what benefit?

The aesthetic beauty and uniqueness of the larger roundabout at the intersection is one of the unique features of Rankins Rd, when you take this away then we will have a T junction at the end of our street – just like every other street in Kensington. Why do you wish to destroy this unique idiosyncrasy of both Kensington and Rankins Rd?

If local facilities is the issue at hand then there is a park with play equipment on the diagonal opposite side of the railway intersection, why not develop and expand its facilities?

As you may well have realised I directly oppose this proposal, traffic congestion is a fact of inner city living in a modern community that's mobility is based predominantly on the car.

I look forward to your reply.

Kind Regards

Craig de Paola

Mob:
Direct:
Fax:
Web:



You can view the current and past issues of the Vic Farmer at: <http://emags.newlitho.com.au/?victorianfarmersfederation/vff/>

VFF Disclaimer

This message contains confidential information and is intended only for the individual(s) addressed in the message. If you are not the named addressee, you should not disseminate, distribute, or copy this e-mail. If you are not the intended recipient, you are notified that disclosing, distributing, or copying this e-mail is strictly prohibited.

Submission 8:

From: Bryce Binnie
Sent: Thursday, 11 September 2014 11:49 AM
To: Urban Landscapes
Subject: Proposed Right Turn Ban from Macaulay into Rankins

I am writing in response to the letter I received titled "PROPOSED DISCONTINUANCE OF PORTIONS OF EASTWOOD STREET AND RANKINS ROAD IN KENSINGTON, AND PROPOSED RIGHT TURN BAN FROM MACAULAY ROAD INTO RANKINS ROAD".

In particular I am responding to the proposed "**full time right turn ban for vehicles, other than train replacement buses, turning from Macaulay Road into Rankins Road**".

I object to the fact that the above two proposals (ie. creation of the park, and the right-turn ban) seem to have been lumped together as a 'package', and if we want the park, we also need to live with the right-turn ban.

I support the reconfiguration of Eastwood Street and Rankins Road for the purpose of creating a new park, however I **STRONGLY OBJECT** to the proposal of a **FULL TIME RIGHT TURN BAN** from Macaulay Road into Rankins Road.

This proposal (right turn ban) is ludicrous, has clearly not been supported by any sort of traffic flow impact analysis, and comes across as being a rushed decision in response to objectors of the new park with very little thought, analysis or consultation gone into it.

Implementing a full time right-turn ban at Rankins Road will cause a dramatic increase in traffic turning right into Barnett Street from Macaulay Road (which only has a peak-hour right turn ban). Barnett Street is a narrow residential street with parking down both sides. Preventing cars from turning right into Rankins Road will cause these vehicles to turn right into Barnett Street, and then proceed with a "rats and mice" like running through Barnett, Robertson, Rankins, Smith, etc...

In addition, any cars that turn right at Stubbs Street due to the right-turn ban at Rankins, will most certainly then turn left along Smith or Parsons streets (as their intention is to get to Racecourse Road via Eastwood Street), increasing traffic flow along these streets.

Even a peak hour right-turn ban into Rankins Road will cause more cars to turn right at Stubbs Street during this time, and given that the right-turning lane at Macaulay/Stubbs intersection is very short, and is immediately preceded by the narrow single-lane bridge over Moonee Ponds creek, any additional build up of right-turning vehicles at this intersection will completely block west bound traffic flow along Macaulay Road, which is another major issue in itself.

Clearly, implementing any sort of right turn ban from Macaulay Road into Rankins Road (even a peak hour 4pm-6.30pm ban) will have major knock-on consequences, diverting traffic through narrow residential streets, and restricting traffic flow along Macaulay Road.

This is a ridiculous proposal, and should simply be thrown out.

Regards,

Bryce Binnie

Submission 9:

From: Andrew Matthews

Sent: Thursday, 11 September 2014 6:44 PM

To: Urban Landscapes

Subject: Discontinuance of portions of Eastwood St and Rankins Road Kensington

Hello,

With the planned discontinuance of portions of Eastwood St and Rankins Road Kensington you have proposed to introduce a full time right turn ban from Macaulay Rd into Rankins Rd.

I note that Barnett St has a part time right turn ban.

If you do so how do you propose residents of Robertson St and nearby Eastwood St and Rankins Rd coming home from the city get to their homes at times when the Barnett St ban is in place?

I request that you reconsider your proposal and refrain from introducing such a ban until you have resolved access without introducing a requirement for traffic to rat run through neighbouring residential streets to access their homes.

Please respond to this email with your response

regards

Andrew Matthews

Kensington

Submission 10:

From: Jeff Tyler

Sent: Tuesday, 16 September 2014 9:33 AM

To: Urban Landscapes

Subject:

Concerns for proposed right turn ban from Macualey Rd into Rankins Rd.

I have SERIOUS concerns the above mentioned proposals will increase traffic flow along OUR family street - Barnett st.

As it stands too many fast vehicles trying to dodge peak hour traffic, zip down Barnett St without realising its a family orientated street with lots of children crossing on way to school/park/shops.

Please accept our concerns before giving this proposal the green light. ALSO these drivers are driving through the intersection of Barnett and Robertson St WITHOUT looking both ways. It is only a matter of time before a child gets KNOCKED.

Regards

Jeff Tyler

Submission 11:

From: Rosemary Pugh

Sent: Wednesday, 17 September 2014 1:21 PM

To: Urban Landscapes

Subject: Proposed discontinuance of portions of Eastwood Street and Rankins Road in Kensington and proposed right hand ban.

RE: Proposed discontinuance of portions of Eastwood Street and Rankins Road in Kensington and proposed right hand ban.

Rodney Pugh

30 Pridham St Kensington 3031

Dear Sir,

I do not support the above proposals as I have a few concerns.

From the plan it appears that a motorist is unable to do a right or left hand turn from Macaulay Road.

For residents of the east end of Eastwood St as I am this gives me the only alternative of using Barnett St, a narrow street with parked cars on either side of the road.

I am wondering if any car count have been undertaken of the extra number of cars that were using Eastwood st/Rankins Rd that will now use Barnett St.

Also if this change occurs Vic Roads needs to consider having a permanent right hand turn arrow functioning to allow easy right turn at Racecourse Road and Eastwood st.

I hope that I will receive a response and I thank you for alerting me of the proposal.

Kind Regards

Rodney Pugh

Submission 12:

From: Brian Parker

Sent: 17 September 2014 11:34 AM

To: Urban Landscapes

Subject: Opposition to No Right Hand Turn Ban into Rankins Road, Kensington

I am a resident at 63 Barnett Street, Kensington, and I oppose the no right hand turn ban into Rankins Road.

This will impact Barnett Street, as cars that used to normally travel down Rankins Road, will now travel down Barnett Street; thus causing more traffic, noise and less comfort for residents.

I don't think it is fair if this rule is implemented.

Regards

Brian

Brian Parker

Regional Practice Manager – Risk Engineering
Greencap



Please consider the environment before printing this email.

This email and any attachments are confidential, may contain proprietary information (some or all of which may be legally privileged) and are intended only for the addressee. If you are not the addressee, please delete this email and its attachments from your computer, destroy any copies and notify the user. Greencap does not waive confidentiality or legal privilege in respect of this email or attachments. Any unauthorised use, reproduction, disclosure, distribution or reliance on the information contained in this e-mail and its attachments is prohibited and any loss or damage incurred is not the sender's or Greencap Limited's responsibility. Any views expressed in this communication are those of the individual sender. Greencap Limited cannot guarantee that e-mail communications are secure or error free. Greencap accepts no liability for any damage caused by this email or its attachments due to viruses, interference, interception, corruption or unauthorised access. Greencap's entire liability is limited to resending this email.

Submission 13:

From: Rod Skilbeck

Sent: Wednesday, 17 September 2014 2:54 PM

To: Ian Shears

Subject: Proposed discontinuance of portions of Eastwood Street and Rankins Road, Kensington and proposed right turn ban from Macaulay Road into Rankins Road. (your ref 8704441v3)

17 September 2014

ref: 8704441v3

Dear Mr Shears

RE: Proposed discontinuance of portions of Eastwood Street and Rankins Road, Kensington and proposed right turn ban from Macaulay Road into Rankins Road.

I refer to your letters of 1 and 16 September regarding the concerning changes added to the proposed public space in front of Kensington Railway Station. I wish to lodge my strong objection to the proposal to ban right turns from Macaulay Road into Rankins Road due to the negative impact this will have on residents of Barnett Street.

My objections are, that:

- 1) The ban on turns was not part of the initial community consultation process.
- 2) Proper consideration of the effects on surrounding streets has not been made.
- 3) The reason for the proposed ban is neither clear nor valid.

1)

I raised no objection to the initial proposed public space as the proposal made no mention of your intention to funnel hundreds of cars down my street. The Report to the Future Melbourne (Environment) Committee appears to introduce the ban on right hand turns into Rankins Road as a compromise for the residents of Rankins and Eastwood. It was not part of the original plan and should not be described as an action that will create public space, when it achieves no such thing. This is a separate proposition to reduce traffic on Rankins Road by increasing it on Barnett Street.

Community consultation processes are undermined when large changes are introduced to plans after the initial consultation period.

2)

There is no detailed analysis of the effects of the proposed right turn ban from Macaulay Road into Rankins Road in the report to the Committee. It appears to be a poorly considered thought bubble inserted to placate a few residents on Rankins Road.

The proposed ban on right turns into Rankins Road will cause a large increase in right hand turns into Barnett Street and Smith Street, leading to considerable reduction in amenity and safety.

Key Issue 6 of the FMC Report states 2,400 vehicles travel in either direction between 7am and 7pm per day along Eastwood Street and Rankins Road. There is no break-down of direction of travel.

Due to limits and bans on turns from Racecourse Road, the bulk of southward traffic in the area uses Stubbs Road. As a resident of 7 years I am aware that most traffic on Eastwood Street travels north, though much of it joins Eastwood from Smith Street.

It is impossible to conclude from the scant details in the FMC Report exactly what number of cars travel north on Rankins Road and Eastwood Street south of the Smith Street intersection. The report suggests a ban on right hand turns into Rankins Road may deter 10% of users from using Eastwood Street northwards but provides no basis for this figure. Clearly the remainder of road-users wishing to travel north along Eastwood will select the next easiest right-hand turn. Due to the railway boom-gates and limits on right hand turns into Bellair Street, it is possible that up to 1,000 vehicles may turn right each weekday into Barnett Street and travel along Barnett between Macaulay Road and Smith Street, and then travel along Smith Street between Barnett and Eastwood Streets, before proceeding northwards.

The Council should consider conducting monitoring of traffic and providing a detailed breakdown of the current situation and projected traffic flows to the impacted residents. This should be part of a new proposal and public notice that is separate from the proposal regarding the creation of public space on Rankins Road.

3)

There is no clear or valid reason to reduce traffic on Rankins by increasing traffic on Barnett when the two streets would be approximately the same width.

I assume that objections from residents along Rankins Road have included concerns that existing traffic volumes would be brought closer to their homes following the re-alignment proposed by Council.

The creation of the proposed new public space would narrow Rankins Road and bring cars closer to those houses - however it would still remain wider than the section of Barnett Street between Robinson and Smith Streets. Furthermore affected properties along Barnett and Smith will not receive an additional 50cm buffer of nature strip as Rankins Road will under the proposal. Therefore cars will be closer to Barnett/Smith houses than they would to Rankins Road houses. In addition, Barnett Street has a children's playground on the corner of Robertson Street, so public safety is actually reduced by the proposal to send more traffic up Barnett Street.

Conclusion)

I feel that a damaging and ill-considered rider has been added to what originally was a benign proposal to create new public space. Banning right-hand turns has nothing to do with creating new space but will reduce the amenity of several surrounding streets. For that reason I am strongly against the current proposal.

I believe right hand turns from Macaulay Road into Barnett, Rankins and Bellair should all remain as they are. Rankins Road residents and businesses are to receive a new public space with additional amenities funded by all rate-payers to the tune of \$950,000. That alone should be compensation for their concerns that northbound traffic will be moved slightly closer to their homes.

Please note that I would not support a ban on right hand turns into Barnett Street in addition to the proposed ban on turns into Rankins Road. This would permanently inconvenience local residents who would be forced to use Stubbs and Smith Streets to access their own street, and cause a substantial increase in southbound traffic on the narrower parts of Barnett Street.

As I work full-time I will not be able to attend the Committee meeting on Wednesday 8 October at 3pm.

Your sincerely
Rod Skilbeck

Submission 14:

From: Matt Connell
Sent: Wednesday, 17 September 2014 6:22 PM
To: Urban Landscapes
Subject: Right turn ban from Macaulay Rd into Rankins Rd

Dear Ian

I write with reference to the above subject line and council's resolution to introduce this ban should the discontinuance of Portions of Eastwood St and Rankins Rd be successful.

As a residential property owner in Barnett St, I am abhorred to think that a committee titled 'Future Melbourne' would be considering such a decision.

Introducing a right hand turn ban from Macaulay Rd into Rankins Rd will mean that motorists will instead opt to turn right from Macaulay Rd into Barnett St - a narrower, purely residential road.

This ban would see a significant increase in traffic travelling along Barnett St and bring with it increased noise and collision risk for both residents, pedestrians and children.

It defies belief that on the one hand council would be considering sections of Barnett St worthy of heritage overly (for the street's historical significance) and on the other, make a decision that will significantly impact the properties located on the street, including increased pollution.

Furthermore, council is also considering introducing a neighbourhood planning zone in sections of Barnett St. Any decision which increases the traffic travelling along Barnett St, surely flies in the face of such a plan, making it anything but neighbourly?

If council is serious about protecting the historical significance and neighbourhood aspect of Barnett St, they should seriously reconsider such a ludicrous decision as to ban a right hand turn into Rankins Rd from Macaulay Rd.

Out of interest, is it council's plan to contact all residents of Barnett St and advise of right hand turn ban from Macaulay to Rankins Rd? To date I have not received any advice and it seems strange that neighbouring streets (like Barnett St) that will be affected, are not being advised in writing and asked for feedback.

Regards - Matt Connell
Property Owner - Kensington

Submission 15:

From: Frances Bishop
Sent: Friday, 19 September 2014 1:51 PM
To: Urban Landscapes
Subject: Proposed Right Turn Ban into Rankins Rd from Macaulay Rd, Kensington

Good Afternoon,

Thank you for providing notice of, and an opportunity to respond to, the proposal to introduce a right turn ban into Rankins Road from Macaulay Road as part of the Eastwood St and Rankins Rd Reserve expansion.

I have previously provided feedback to council in support of the reserve expansion, and I am pleased to see it has been approved by council. I am concerned, however, about the introduction of the right turn ban. In reading the minutes of the committee meeting I can see this has been proposed in order to calm traffic in the Rankins Road area, which is an understandable desire of the residents in the area. The consequence of this ban, however, will be a significant increase in traffic turning right into Barnett Street from Macaulay Road and proceeding through to Rankins/Eastwood either via Robertson St or Smith St. Not only is Barnett St much narrower than Rankins Rd meaning traffic flow will be compromised (particularly between Robertson and Smith, where traffic can only flow in one direction at a time), as I mentioned in my submission to the reserve proposal, any change that results in an increase in traffic through the Barnett St/Robertson St intersection is dangerous. Vehicles moving through this intersection *rarely* come to a stop when crossing Robertson St, in either direction. With a children's playground located on one corner, and children often using the short discontinued area of Robertson St as a ball play area, increasing the volume of traffic here is, in my view, incredibly risky.

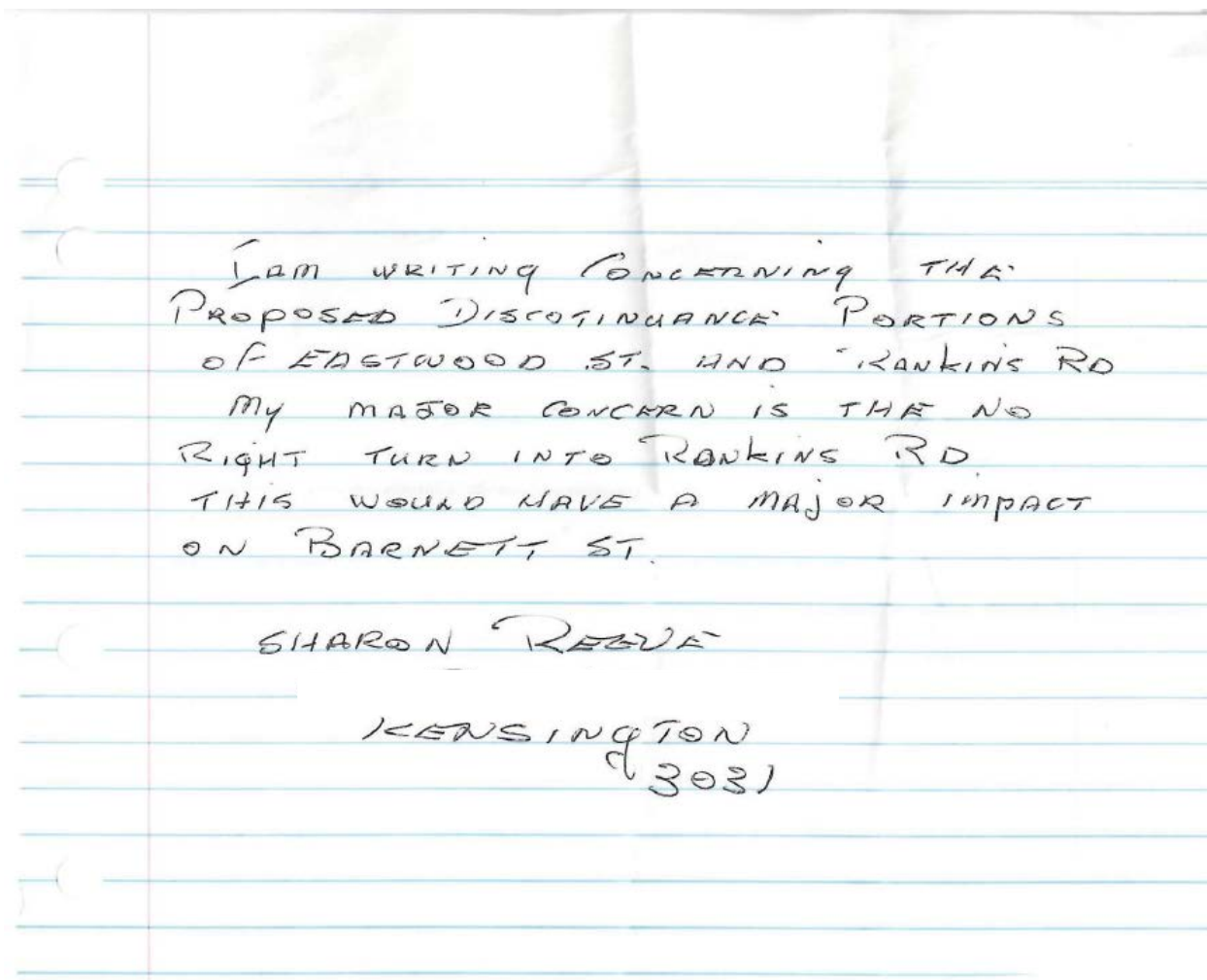
As a local resident, it is my preference that the flow of traffic through the area not be altered by the use of right turn bans. However, if it is deemed that the ban into Rankins Road is to be implemented, I would urge council

to also implement a right turn ban into Barnett St. This would force traffic wanting to access this area of Kensington (or rat run through to Racecourse Rd) to use Stubbs and Smith Streets, which are both much more suitable for through traffic.

Thank you for your consideration of my thoughts on this proposal. Please feel free to contact me if further information would help inform the decision making process. I would also appreciate a response to the concerns I have raised.

Kind Regards,
Frances Bishop

Submission 16:

A photograph of a handwritten note on lined paper. The text is written in blue ink and reads: 'I AM WRITING CONCERNING THE PROPOSED DISCONTINUANCE PORTIONS OF EASTWOOD ST. AND RANKINS RD. MY MAJOR CONCERN IS THE NO RIGHT TURN INTO RANKINS RD. THIS WOULD HAVE A MAJOR IMPACT ON BARNETT ST.' Below the main text, the name 'SHARON REEVE' is written, followed by 'KENSINGTON' and '3031' on the next line.

I AM WRITING CONCERNING THE
PROPOSED DISCONTINUANCE PORTIONS
OF EASTWOOD ST. AND RANKINS RD
MY MAJOR CONCERN IS THE NO
RIGHT TURN INTO RANKINS RD.
THIS WOULD HAVE A MAJOR IMPACT
ON BARNETT ST.

SHARON REEVE

KENSINGTON
3031

Submission 17:

From: Enid Hookey
Sent: Sunday, 28 September 2014 11:14 PM
To: Urban Landscapes
Subject: Attention: Ian Shears

Dear Ian,

I write to you in relation to the proposed discontinuance of portions of Eastwood St and Rankins Rd in Kensington, and proposed right turn bans from Macaulay Rd into Rankins Rd.

As a resident of Barnett St Kensington, for over 30 years, I have observed cars rat-running in my neighbourhood. There are some signs prohibiting this behaviour, but rat-runners are opportunistic, they make choices based on their own impulsive needs, they can see whether police are in attendance or not, and they disobey the law.

I have done my own traffic analysis and have notified the police with my evidence that traffic calming measures currently in place do not prevent motorists and cyclists from making illegal turns that may well cause injury to themselves, other motorists, pedestrians and cyclists.

The proposed discontinuance of Eastwood St will only exacerbate the current problem-driver behaviours, with consequences such as the three issues I describe below.

1. City bound morning traffic currently makes illegal right turns from Macaulay Rd and Eastwood St (north section) to Eastwood St south section. Are you aware that policing is ineffective in preventing opportunistic turns from drivers, who show no concern for pedestrians (many of them school children)? It is likely that drivers making this illegal turn will be even more impulsive with the proposed changes to Rankins Rd, as there will be pressure from drivers queued behind them. i.e. they will be more likely to make a faulty judgement that it is 'safe' to break the law, and will hit a cyclist of pedestrian in their self-absorbed haste.

2. Again, in relation to city bound morning traffic, what measures do you plan to implement for handling changes in traffic volume for Rankins Rd, where it intersects with Macaulay Rd? It is reasonable to expect that a two-way Rankins Rd will lose the dedicated right-turn lane into Macaulay Rd. Are right-turns from Rankins to Macaulay going to be prohibited? If not, we can expect queuing at this point, and as a result, increased rat-running by impatient drivers who will use Barnett St, where they will be able to turn right or left into Macaulay Rd. My traffic analysis shows increasing use of Barnett St to access Eastwood St south section. What traffic count / analysis has the City of Melbourne undertaken and can residents see the data?

3. In relation to out bound (from city) traffic, where you have proposed a complete right-turn ban from Macaulay into Rankins, I am concerned about the lack of consideration for the impact to Barnett St. Despite the existing right turn (from Macaulay to Barnett) during afternoon peak-hour, illegal turns are (opportunistically) made. Outside of the 4:30 pm - 6 pm prohibition, ALL outbound traffic to northern suburbs will use Barnett St. There is a children's playground at the corner of Barnett St and Robertson St that is well frequented, at all hours of the day and night. The increased traffic that you are feeding into Barnett St represents an unacceptable risk to pedestrians and residents of Barnett St.

I gave my feedback through the City of Melbourne 'Participate' website that the proposed additional public open space is ill-considered and a thinly-veiled attempt to justify unreasonably high population density apartment blocks in areas of Kensington that, according to the Municipal Strategic Statement, are categorized as 'stable' areas of 'valuable character' where little change to the existing pattern of housing will occur.

I remain opposed to the proposed discontinuance of parts of Eastwood St and Rankins Rd because you have simply pushed existing and likely new traffic problems from Eastwood St into Barnett St

If the proposal does go ahead, then additional traffic calming and/or turning bans for Barnett St should be discussed with the community, and they must be consistently enforced. It shouldn't be left to residents to call up the police and ask for their attendance. Rat-runners are opportunistic and they break the law when police aren't present. If you are really serious about improving the safety and amenity of residential streets, then additional turning bans to control city bound rat-running, and consistent enforcement measures (such as cameras) are needed.

Yours truly

Enid Hookey

Submission 18:

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

From: Walker, Jennifer L

Sent: Wednesday, 1 October 2014 12:04 PM

To: Urban Landscapes

Cc: Ian Shears

Subject: Re: PROPOSED RIGHT HAND TURN BAN FROM MACAULAY INTO RANKINS ROAD
Request to be heard

Dear Ian Shears

I further request to be heard at the meeting of the Committee, scheduled on the 8th October.

Sincerely

Jennifer Walker
75 Barnett Street
Kensington VIC 3031
0402308373

Sent from my iPad

> On 1 Oct 2014. at 11:00 am. Walker. Jennifer L
wrote:

<

> Dear Ian Shears

>

> I write in strong opposition to the Future Melbourne Committee's 'full
3time right hand turn ban for vehicles other than train replacement buses,
turning from Macaulay Road into Rankins Road'. Placing a ban on turning at
this major thoroughfare will result in the unacceptable use of tiny nearby
streets such as Barnett Street and Smith Street to connect from Macaulay Rd
to Racecourse Road.

>

> The major thoroughfares used to connect Macaulay Road and Racecourse Road
are Rankins/Eastwood Street and Bellair Street. Between these two roads is
a very busy street level train crossing. Significant traffic travels up
Macaulay road at all times in the day and particularly at peak times where
traffic can be banked up for 5 blocks or so. The roads currently being
used by the traffic such as Rankins/Eastwood Streets are considerably wider
than most other nearby streets and are the best equipped Roads in place to
handle to traffic flow.

>

> Closing the Rankins/Eastwood Street turn will cause traffic to look for
other places to turn. This would increase traffic flow on Bellair Street,
Stubbs Road, Epsom Road (which already take their fair share of the flow,
but more worryingly divert traffic onto skinny suburban streets ill
equipped to handle such flow.

>

> I am a rate payer and resident of the street adjacent to the proposed no
right hand turn ban into rankins/eastwood street, Barnett Street. It has a
no right hand turn from Macaulay Road in the peak afternoon/evening hours.
Barnett Street is a very skinny street in comparison to Rankins Road and
Eastwood Street which are both built for ease of traffic flow in both
directions. There are portions of Barnett Street where only a single car
may travel at a time.

>

> A no right hand turn ban in the next street up will cause traffic to use
Barnett Street as a short cut most definitely in the evening as the ban on
Barnett street appears softer and undoubtably will cause MAJOR traffic in
the morning when there are no restrictions on turning into Barnett Street.

>

> I understand and respect the development of a green space and the desire
to make this a safer place to play. However, Barnett Street has it's own
small green space which is a well used public space by local children and
families. The diversion of traffic away from one (currently not even used
space) to right past a heavily frequented and loved park seems ludicrous
and unfair. The traffic flow should be shared amongst streets able to
handle the flow.

>

> Barnett Street, as with many other streets that will be affected by this
proposed no right hand turn ban are not equipped to handle the traffic that
would be diverted onto our tiny streets. I urge you not to place a full
time right hand turn ban onto Rankins/Eastwood street as it will create
unacceptable strain onto other nearby tiny streets such as Barnett Street.

>

>
>
>
> Jennifer Walker
> Resident
> KENSINGTON
>
>
>
>
> Sent from my iPad

Important - This email and any attachments may be confidential. If received in error, please contact us and delete all copies. Before opening or using attachments check them for viruses and defects. Regardless of any loss, damage or consequence, whether caused by the negligence of the sender or not, resulting directly or indirectly from the use of any attached files our liability is limited to resupplying any affected attachments. Any representations or opinions expressed are those of the individual sender, and not necessarily those of the Department of Education and Early Childhood Development.

Submission 19:

KENSINGTON VIC 3031

OCTOBER 1 2014

**PROPOSED DISCONTINUANCE OF PORTIONS OF EASTWOOD STRETT AND RANKINS ROAD
IN KENSINGTON AND PROPOSED RIGHT HAND TURN BAN FROM MACAULY ROAD INTO
RANKINS ROAD**

Mr Ian Shears,

Manager Urban Landscapes

Dear Ian,

I have resided in Kensington since 1984. I use this intersection when travelling to and from the western suburbs, especially on returning as I find it safer to turn left from Macaulay Road into the area than making a right hand turn from Racecourse Road

The present setup allows vehicular traffic to access the area in a safe manner, either when making a left or right hand turn from Macaulay Road.

Motorists may also proceed from Rankins Road safely to Macaulay Road when making a left or right hand turn.

I feel that the present design of the intersection works well in that vehicular traffic is separated by the roundabout and pedestrians have a safe crossing from the station area, towards Macaulay Road.

The proposal does not show details of the road way width, but I assume it would be two way traffic, as the train replacement bus is permitted to make a right hand turn into Rankins Road.

Would the width of the proposed road modification allow two train replacement buses to be picking up passengers safely at the same time?

I think that having a two way road in this area, after many years of only one way traffic with parking on the eastern side, would be a very unsafe practice for pedestrians. Maybe be a barrier would need to erected on the eastern footpath to guide pedestrians to a safe crossing point.

Parking would be removed for residents and traders in the area and this would cause problems with deliveries and tradesmen parking when they are working on properties along Rankins Road.

We need all the parking we now have as all Councils are permitting Developers to construct large blocks of units with reduced car parking spaces on site.

Another point I would like to make that when a vehicle has collided with the overhead rail bridge in Racecourse Road at Newmarket station and traffic is diverted towards Macaulay Road, would large articulated vehicles be able to negotiate through the reduced roadway area at Rankins Road / Eastwood Street junction safely?

We all know that these incidents are frequent and cause mayhem in Racecourse Road and surrounding streets.

Another problem which reduces the flow of diverged traffic through incidents of this type is the frequent closing of the rail boom gates across Macaulay Road

A big problem when these incidents occur is that motorists are confused because they do not know where they are going as they are not familiar with the area. Perhaps signs pointing to Macaulay Road could be erected in the area.

If there is a problem with train passengers crossing Eastwood Street near the station perhaps a pedestrian barrier could be erected to make them cross at the crossing point.

The right hand turn ban for all vehicles, except train replacement buses from Macaulay Road to Rankins Road area, in conjunction with the ban on right hand turns from Macaulay into Barnett Street in peak hours would require residents in this area make a right hand turn at Stubbs Street, which could cause traffic to bank up through the rail crossing .

There are park within walking distance of this park in Robertson Street, Parsons Street and the Skinny Park.

I remember the local traffic chaos caused in the area in around 1986 when Council erected traffic barriers across many streets to deter through traffic, some residents had to travel through heavy traffic in Stubbs Street and Racecourse road to depart the area and return home.

Would Emergency Services be consulted on the proposed changes to the area?

Yours Sincerely

Kevin Mansbridge

Submission 20:

Genevieve Conroy and Brad Phillips

23rd September 2014

The Manager, Governance Services

Melbourne City Council

GPO Box 1603, Melbourne Vic 3001

CC : Mr Ian Shears, Manager Urban Landscapes

Dear Sir

Re : **PROPOSED DISCONTINUENCE OF PORTIONS OF EASTWOOD STREET AND RANKINS ROAD IN KENSINGTON, AND PROPOSED RIGHT HAND TURN BAN FROM MACAULAY ROAD IN TO RANKINS ROAD.**

We wish to voice our strongest possible objection to both the proposal to close Eastwood Street and convert the space to parkland, and, the proposal as above with regard the cessation of Right Hand Turns from Macaulay Road in to Rankins Road / Eastwood Street.

With regard the right hand turn ban, there will only be 2 x options for motorists

3. To turn right at Barnett Street for access to Smith Street, Rankins Road and Eastwood Street. Barnett Street is a single lane carriageway and struggles now with through traffic during the morning and evening peaks. Recent developments with little or no parking facilities provided, have seen the streets 'parked out' throughout the day as well as overnight, and the ensuing substantial increase in volume will be little short of disastrous. Vehicles constantly run the STOP signs now in their quest to avoid the Racecourse Road bottleneck.
4. To turn Right in to Stubbs Street then on the Smith Street for access to Lambert Street, Collett Street, Barnett Street, Rankins Road and Eastwood Street. There is little doubt that Smith Street traffic will increase dramatically. Once again, Smith Street is generally parked out, giving little visibility to the additional motorists on the above listed cross streets.

We do not understand why, with the closure of Eastwood Street, Rankins Road does not become 2 way. Rankins Road is the original 'Main Street' of Kensington. The facades of its many historic shop fronts highlight its history. It was built as the Through Road. It had a tram run down its centre spine. It is generally a broad two lane road (plus parking). It is significantly wider than Barnett Street, making it much safer as a Right Hand Turn option from Macaulay Road and allowing 2 Way traffic more readily. It is the logical street to be retained for through traffic and has been upgraded with roundabouts to assist in this purpose.

EASTWOOD STREET intersects with Racecourse Road at a set of traffic lights and would ideally remain accessible from Macaulay Road.

The PROPOSAL TO CLOSE EASTWOOD STREET AND EXTEND EXISTING PARK thereby becomes farcial in the context of the inconvenience and increased risks to life and property for all residents and businesses that are currently located on Barnett Street, Rankins Road and Smith Street.

Additionally, the proposals will again impact the Commercial district of Kensington which will suffer further by the continued removal of Short Term Parking from what WAS a busy Commercial hub. With no major site to accommodate parking, and since the withdrawal of the banks, Kensington has grown in to a hub of highly skilled speciality retailers and service providers (accountants, financial planners, gift and fashion stores, cafes and take away foods plus convenience retailers of foods and grocery lines and Real Estate Agents). All of these business types require both significant and adjacent short term, high turnover parking throughout the business day from early morning until after the evening meal (6:00AM – 9:00PM) This proposal will again reduce the number of parking spaces available to customers of those existing business by approximately another twelve (12). For many

years, the traders have fought to retain available parking, which has been almost halved as a result of poorly planned roadworks and the allocation of RESIDENT EXEMPT parking due to the waiving of On Site parking within recent residential developments.

As residents, traders and employers in the district for more than twenty one years we can advise that the Kensington Commercial hub has suffered tremendous losses due to recent decisions that have included :

- Closing Bellair Street to ALL PARKING during the 3 week lead up to Christmas last year to complete “scheduled footpath works” (Flabbergasting !)
- Once again closing Bellair Street to parking for another 3 week period whilst a 2nd Pedestrian Crossing and a small garden was installed within 15 mtrs of the existing pedestrian Right Of Way crossing (at the corner of Macaulay Road, which had already been painted to represent a Pedestrian Crossing).

A matter of 5 metres to the other side of the new Pedestrian Crossing, a new speed hump was installed and also painted to appear as if it were a crossing. In fact, more people appear to cross at the speed hump than the crossing, and the pedestrian traffic across the corner continues. We would suggest that the newly installed arrangements are more confusing to both pedestrians and motorists alike, with the result being a higher likelihood of an accident.

These works cost the loss of approximately twelve spaces (including RESIDENT EXEMPT)

- The Plan for the Discontinuance of Rankins Road and Eastwood Street will undoubtedly see a number of Kensington business's fail and livelihoods disappear. The attractions of Kensington are it's adjacency to the city, public transport alternatives and major traffic routes along with it's buoyant local business district. But the district will only remain buoyant given it's ability to attract custom from other areas. Those customers arrive, or pass through, by private transport (car), and, they need the availability of Short Term Parking (1 hour, 2 Hours).

There is clearly insufficient parking of this type now without further decreasing what is available to the shopping strip.

Sincerely

Genevieve Conroy

Brad Phillips

Submission 21:

From: Randall & Lynda Lewis

Sent: Thursday, 2 October 2014 4:11 PM

To: Urban Landscapes

Subject: Objection: Proposed Right Turn Ban from Macaulay Rd to Rankins Rd, Kensington

I am writing to object to the proposed right turn ban from Macaulay Road to Rankins Road in Kensington. After reading the material presented to the Future Melbourne Committee on 10 June 2014, I would make the following comments in support of my objection:

- I am a resident of Kensington and live within 400m of the proposed re-development.
- I drive along Macaulay Road during peak travel times each day of the week.
- I support the creation of additional open space within Kensington.
- The design put forward for the additional open space would appear to add significant amenity to the area while still allowing for 2-way traffic flow in Rankins Road adjacent to the park. As should always be a major objective with changes such as this, this would appear to be a win-win by adding open space and maintaining existing vehicle access.

- Adding a right turn ban is unfair to residents of Kensington, and residents in this part of Kensington in particular, as it is likely to significantly reduce ease of access to their homes.
- The proposed ban would unnecessarily force residents travelling to the West along Macaulay Rd to divert on to other small side streets (eg. Barnett St) adding traffic to these streets and reducing the amenity of residents of those streets.
- In addition, with the existing peak hour right turn ban in to Barnett St from Macaulay Rd, the proposed ban would further force residents travelling from the East during these times to access the area via Stubbs St and Smith St, reducing the amenity of Smith St residents.
- As appropriate speed control measures will be in place for cars travelling along Rankins Rd there should be no need to also artificially restrict vehicle movements. Safely and easily driving through Kensington for residents is already difficult and any Council actions that would further adversely impact this should only be done for unavoidable reasons – allowing 90% of the traffic movement but not 100% would not appear to be ‘unavoidable’.
- Despite having access to good Public Transport options, nearly all residents are also reliant on vehicles for those times Public Transport is not practical. Maintaining sensible and safe vehicle access for residents is important for the suburb’s amenity and attractiveness as a place to live.
- If it is safe for vehicles to be able to turn left out of Macaulay Rd in to Rankins Rd then there is no reason it should also not be safe for right turning vehicles, again considering that appropriate speed control measures will be in place.
- The estimate of only a 10% reduction in traffic movements due to the ban would seem conservative which would result in a much higher impact on residents.
- Creation of additional open space should not be at the expense of one user group over another where it is not absolutely necessary. In this situation Council can meet it’s objective of creating additional open space while also not adversely affecting the amenity of resident’s access. The proposed design allows for 2-way traffic movement and this should be maintained - Residents can enjoy both the increased open space and, after the realignment of Eastwood St and Rankins Rd, continue to have the same vehicle access as present.

Please feel free to contact me should you want to discuss any of my comments further.

Thank you.
Regards
Randall Lewis

Submission 22:

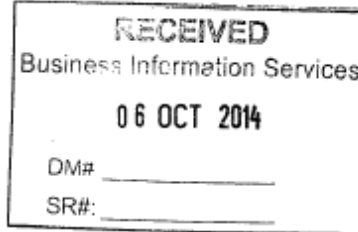
Moonee Valley City Council | 9 Kellaway Avenue Moonee Ponds
PO Box 126 Moonee Ponds Victoria Australia 3039
Telephone 03 9243 8888 | Facsimile 03 9377 2100
Email council@mvcc.vic.gov.au | Website mvcc.vic.gov.au
ABN 54 651 216 324 | DX 212139



File: FOL/13/695 & 14/185325
Enquiries: 9243 8888

25 September 2014

Mr Ian Shears
Manager Urban Landscapes
City of Melbourne
GPO Box 1603
MELBOURNE VIC 3001



Dear Mr Shears

PROPOSED EASTWOOD STREET AND RANKINS ROAD RESERVE PARK EXPANSION

I refer to your recent correspondences in relation to the proposed Eastwood Street and Rankins Road Reserve Park Expansion.

I am pleased to advise that Moonee Valley City Council does not object to the proposed discontinuation of portions of Eastwood Street and Rankins Road to create valuable public open space in central Kensington.

The proposed pedestrian crossing on Eastwood Street, the provision of additional public space and various traffic calming measures will improve pedestrian safety and accessibility. There are currently no cycle parking options on the Eastwood Street side of Kensington Station and accordingly, Moonee Valley supports the local community's recommendation for the provision of bicycle racks on the Eastwood Street side of Kensington Station.

With respect to the proposal to introduce a full time right turn ban for vehicles (other than train replacement buses) turning from Macaulay Road into Rankins Road, the following points are considered relevant:

- Traffic travelling to the proposed residential development at Flemington Racecourse on Epsom Road may be somewhat effected. The multi-storey residential development is proposed to be accessed via a left-in, left-out arrangement. Traffic accessing the development from the north, for example from Melbourne Airport, Hume or Moonee Valley, would therefore have to take a route that allows them to approach the site access from the south. Eastwood Street is likely to form part of such a route, as many right-turn movements for traffic travelling eastbound on Racecourse Road are banned.
- Consideration should be given to cyclists who will want to turn right from Macaulay Road into the newly designed Rankins Road. Given that cyclists have a high propensity to follow desire lines, this could increase the potential conflict between cyclists turning right into Rankins Road and other vehicles continuing on Macaulay Road.

- It is understood that this proposal is expected to reduce the northbound traffic by approximately 240 vehicles from 7am to 7pm on weekdays and Council acknowledges that this proposal may create a diversion in traffic to other local streets in City of Melbourne.

Therefore, having considered the proposal with respect to all the above matters, Moonee Valley City Council does not object to the proposed increase in open space and the full time right-turn ban from Macaulay Road into Rankins Road.

It is also noted that, Eastwood Street is currently marked on the TravelSmart map as an off-road shared path from Macaulay Road to Racecourse Road. It appears as though the shared path only commences on Eastwood Street north of Smith Street. From the site visit conducted by Council on the 18th September 2014, it was observed that confident cyclists rode along Eastwood Street for the entire length of the road between Macaulay Road and Racecourse Road, with less confident cyclists more likely to utilise the shared path.

Should you have any further enquiries regarding this matter, please do not hesitate to contact Ms Anna Psarras, Coordinator Transport on 9243 9164.

Yours sincerely,

BRYAN LANCASTER
Director City Works and Development

RESPONSE (DOT POINTS) TO KEY POINTS RAISED (UNDERLINED) IN FULL TIME RIGHT TURN BAN SUBMISSIONS

There were 22 submissions received in relation to the proposed full time right turn ban into Rankins Road from Macaulay Road in Kensington (Buses Excepted). There were 20 objections to the proposal, one submission provided no objection to the proposal and one request for further information only.

Approximately 50 per cent of the submissions came from Barnett Street residents (12) concerned about the immediate impact of the right turn ban on their street.

The main objections to the proposal include:

Will increase traffic flow into Barnett Street (13 respondents)

Will increase traffic rat running through minor streets in area (7 respondents)

There will be a greater risk to children using Robertson St Park due to the increase in traffic volumes in Barnett Street (5 respondents)

Will impact local area amenity with more traffic noise and pollution (4 respondents)

Comments:

- Under the proposal Rankins Road will become a two-way street from Macaulay Road. The road discontinuance would not prevent north bound traffic movements into Rankins Road and then Eastwood Street. The introduction of a right turn ban into Rankins Road from Macaulay Road would prevent some traffic flow in Rankins Road.
- The traffic volumes in Eastwood Street and Rankins Road are **considered comparatively low volumes** and well within the acceptable range for a local residential street (page 13, Right Turn Analysis, 16 October 2014).
- A traffic survey undertaken in April 2014 identified that around 241 vehicles undertake this right turn movement over the busiest 12-hour period (between 7am and 7pm). The right turn movement traffic represents about 10 per cent of current two way traffic volumes. This is ten per cent of a **comparatively low volume of traffic** that utilise Eastwood Street and Rankins Road.
- The origin/destination surveys undertaken in September 2014 indicate that traffic making the right turn movement is unlikely to all utilise Barnett Street. This is as a result of their final destinations, some of which are local only and others which have a regional distribution. Figure 6 in the Right Turn Analysis report by Movendo shows a small percentage would use Barnett Street but a greater percentage would continue along Macaulay Road to head west and Stubbs Street to head north (page 13, Right Turn Analysis, 16 October 2014).
- The estimated increase on residential streets near the Macaulay Road/Rankins Road intersection is forecast to be modest. There will be the equivalent, on average, to an additional one vehicle using Barnett Street every 17 minutes during the 10 hours when right turn movements into Barnett Street are permitted (page 18, Right Turn Analysis, 16 October 2014).
- The right turn ban proposal is unlikely to significantly decrease any traffic noise and pollution in Rankins Road or increase traffic noise and pollution in Barnett Street given the comparatively low traffic volumes already in Rankins Road and the small amount of traffic that would be redistributed into Barnett Street only.
- There are comparatively low traffic volumes in Eastwood Street however there is a high level of concern from residents about amenity, pedestrian safety and family use of the park.
- There is concern about the enforcement of non-compliance for the existing right turn ban restriction into Barnett Street.

Barnett Street is already narrower compared to Eastwood Street, Rankins Road and other streets in the area (7 respondents)

Comments:

- Barnett Street varies in width from 8.5metres to 10.7metres from Macaulay Road to Smith Street and there is parking on both sides of the street. At its greatest width Barnett Street is approximately 10.7metres with parking on both sides of the street. The parking bays are 2.3metres in width where they are marked on the ground. This effectively provides 6metres for two way traffic movement in Barnett Street. At its narrowest width of 8.5metres the parking bays are unmarked and considered to be the minimum 2.1metres width, then the effective road for two way traffic movement is 4.3metres.
- The new two way traffic flow design for Rankins Road proposes a road width minimum of 8.5metres with parking on only one side of the street. The parking bays will be 2.1metres in width. This effectively provides 6.4metres for two way traffic movement.
- Although Rankins Road will be equal to or narrower in total distance from kerb to kerb compared to Barnett Street, the effective road width in Barnett Street for two way traffic is 0.4 to 2.1metres less compared to the proposed Rankins Road two way traffic flow.

Will create congestion at Macaulay Road and Stubbs Street intersection (4 respondents)

Comments:

- The origin/destination surveys undertaken in September 2014 indicate that traffic making the right turn movement is unlikely to all utilise Barnett Street. This is as a result of their final destinations, some of which are local only and others which have a regional distribution. Figure 6 in the Right Turn Analysis report by Movendo shows a small percentage would use Barnett Street but a greater percentage would continue along Macaulay Road to head west and Stubbs Street to head north (page 13, Right Turn Analysis, 16 October 2014).
- The total volume of traffic would not change at Stubbs Street and Macaulay Road. However the traffic analysis reveals that under a conservative "local redistribution scenario" that over a 12-hour period (7am to 7pm) there would be 103 additional vehicles in Stubbs Street as a result of the full time right turn ban at Rankins and Macaulay roads. This would represent an insignificant increase to the existing traffic volumes in Stubbs Street.
- There is a moderate level of concern from residents about congestion from vehicles turning right into Stubbs Street and backing up traffic toward the train boom gates.

Already traffic/parking congestion issues in area (3 respondents)

Comments:

- In the past Kensington has experience significant rat running and congestion through the minor streets in the subject area.
- Over the last 25 years and mainly in the 1990s a program of traffic calming measures have been implemented. These include the installation of speed humps, right turn bans, pedestrian crossings and other measures to calm traffic in the area. Since this program of works has been completed this has virtually eliminated traffic complaints (apart from Macaulay Road and the railway crossing)

Introduction of the Right Turn Ban was to plicate Rankins Road residents at expense of others (3 respondents)

Comment:

- The outcome of whether or not to implement a right turn ban is subject to a community consultation process, traffic analysis and consideration by Council on 25 November.

There is no need or evidence for a full time right turn ban into Rankins Road (3 respondents)
The full time right turn ban was not part of community consultation on the park proposal (1 respondent)

Comment:

- The proposal for a full time right turn ban was an outcome of the Future Melbourne Committee meeting held on 10 June 2014.

The main reasons in favour of the proposal included:

Does not object to the proposal based on the balance of all considerations (1 respondent)

Comments:

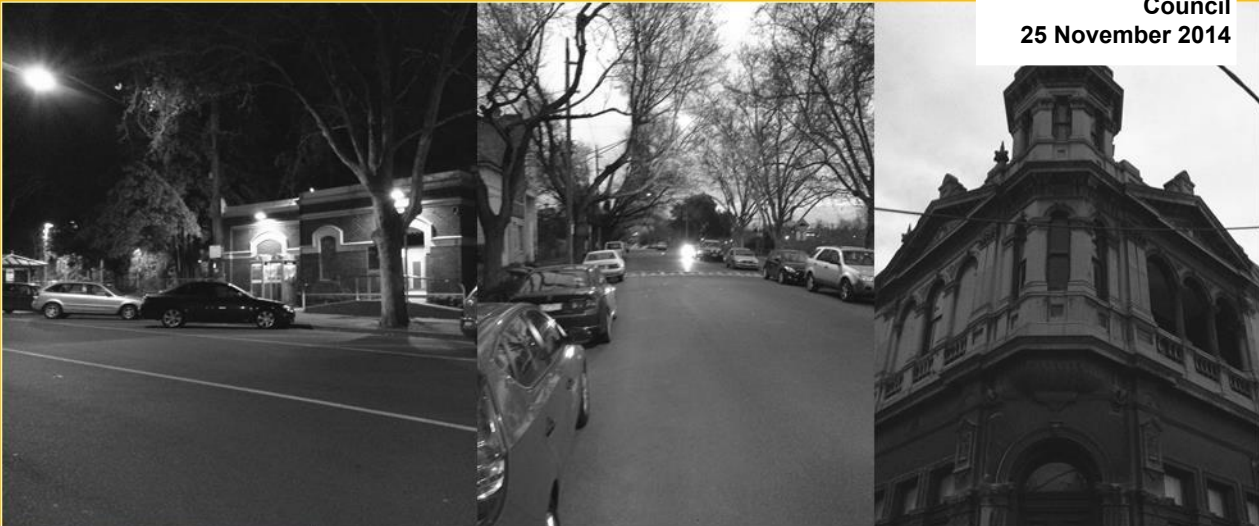
- Two traffic surveys have been undertaken to investigate the park expansion proposal and to specifically investigate the implications of a right turn ban to inform Council and the local community.
- The outcome of whether or not to implement a right turn ban is subject to a community consultation process, traffic analysis and consideration by Council on 25 November 2014.

POLICY

ROAD DISCONTINUANCE AND SALE

1. Council only favours the discontinuance and sale of roads when this leads to a public benefit and/or supports appropriate development.
2. Before consideration is given to road discontinuance, a development proposal for the site, which proposes to incorporate the road or lane, must be submitted and approved. This is not however required for roads outside of the CBD Laneway Study area, if the Group Manager Development and Statutory Services deems the proposal is of a minor nature and would achieve a public benefit in improving security, safety, health or amenity issues.
3. Central city roads that are graded A in Council's CBD Laneway Study cannot be discontinued and sold.
4. Lands subjected to a road discontinuance shall be purchased at a price not less than that determined by a registered valuer. Council will not however require payment (other than reimbursement of Council's associated reasonable costs) for clearly privately controlled roads currently in the same ownership as other significant abutting lands. In such a case the application would need to be by, or on behalf of, the actual title owner of the road.
5. No road shall be discontinued and sold without first assessing:
 - 5.1. the quality and overriding public benefit of an applicable overall development;
 - 5.2. the requirements of the emergency service providers and the statutory service authorities;
 - 5.3. the effects on Council infrastructure and services including garbage collection and cleansing services;
 - 5.4. the effects on abutting and relevant properties and buildings and on the rights of owners and occupiers of those properties, together with the rights of the public (where applicable);
 - 5.5. the historic significance of the road, its paving and its pattern and the road's present and potential contribution to the pedestrian and vehicle networks. Reference shall be made (where appropriate) to the Council's CBD Laneway Study as set out in the Melbourne Planning Scheme and City Plan;
 - 5.6. the appropriateness of any proposed replacement pedestrian, vehicle or servicing arrangements and their consistency with Council policy;
 - 5.7. strategic planning implications and heritage issues; and
 - 5.8. any other matter relevant to the proposal under consideration.
6. No road shall be discontinued and sold without first receiving:
 - 6.1. an unconditional bank guarantee for a sum sufficient to more than cover an estimate by Council of all associated costs likely to be incurred by Council, regardless of whether the application is successful or not, or is withdrawn;

- 6.2. a written undertaking from the owner of land abutting the road to indemnify Council against all claims in respect of the discontinuance and sale of the road, including all legal and other costs; and
- 6.3. ten (10) copies of an A4 plan, prepared by a licensed surveyor, showing the extent of the road to be discontinued.
7. No road shall be discontinued and sold, unless clearly privately controlled currently in the same ownership as abutting significant lands, without first receiving a written undertaking from the owner of land abutting the road, to purchase the road at the market price not less than that determined by a registered valuer, should Council resolve to discontinue and sell the road.
8. The consultation requirements of the Local Government or the Planning and Environment Acts must be met, including the advertising of a proposal in at least two newspapers and written notice being forwarded to the owners and occupiers of all properties abutting the subject portion of road and to any other persons likely to be affected by the proposal. A notice of the proposal is also to be placed at the entrance to the road. All objectors will be considered by a Special Council Committee and a report presented to Council by the Committee together with recommendations.
9. The owner of the land abutting the road giving Council a bank guarantee, to an amount relative to the nature of the road discontinuance and the abutting properties, buildings and development, to ensure site consolidation and/or compliance with other conditions for approval of the proposal.
10. The owner of the land abutting the road must enter into an agreement pursuant to Section 173 of the Planning and Environment Act 1987 with Council, to ensure compliance with conditions for approval of the proposal. Council will incur no related costs and the agreement should be registered on the title to the abutting land.
11. In the case of a related development, the approved road closure shall not occur until bone fide contracts have been entered into to erect the approved development.



Eastwood Street / Rankins Road / Bellair Street, Kensington
Traffic & Parking Analysis
Prepared for **City of Melbourne** 18 December 2013



movendo

CITY OF MELBOURNE

717/55 Queens Road Melbourne 3004, tel 0433 058 833 ABN 15162173551



Contents

1 Introduction.....	2
1.1 Study Aim & Overview.....	2
1.2 Summary of Key Findings.....	2
2 Background.....	3
2.1 What aspects have been examined?.....	3
2.2 The Study Area & Survey Timing/Methodology.....	4
2.2.1 Parking Occupancy Surveys.....	5
2.2.2 Traffic Surveys.....	5
3 Results.....	6
3.1 Parking Patterns.....	6
3.2 Traffic – Eastwood and Bellair Streets.....	14
3.2.1 Average Weekday Traffic.....	14
3.2.2 Traffic movements at Eastwood Street / Macaulay Road – Northbound.....	18
3.2.3 Traffic movements at Eastwood Street / Macaulay Road – Southbound.....	20
3.2.4 Combined Traffic movements at Eastwood Street / Macaulay Road – AM Peak.....	20
3.2.5 Average Weekend (Saturday) Traffic.....	21
3.2.6 Traffic movements on Bellair Street.....	21
3.3 Pedestrian & Bicycle Movements.....	22
3.3.1 Overall Observations.....	22
3.3.2 Pedestrian volume across Eastwood Street.....	22
3.3.3 Pedestrian volume across Macaulay Road.....	24
3.3.4 Cyclist Activity.....	24
4 Conclusions.....	25

1 Introduction

1.1 Study Aim & Overview

The City of Melbourne, is investigating options for enhancing open space in Kensington – including the potential creation of additional green space near Kensington Station, at the southern end of Eastwood Street and Rankins Road (just north of Macaulay Road). This traffic and parking analysis study is designed to help define current traffic and parking patterns in the general area of Eastwood Street / Rankins Road / Bellair Street in Kensington. More specifically, the study quantifies parking demand & supply aspects and examines multiple considerations in respect to “traffic flow and parking arrangements” that may be able to inform various optional treatment scenarios for the creation of new green space at the southern end of Eastwood Street / Rankins Road.

1.2 Summary of Key Findings

The surveys, observations and analysis undertaken in this study have revealed generous spare parking capacity and comparatively low traffic volumes in the area – providing suitable conditions to consider open space enhancement opportunities at the southern end of Eastwood Street, near Kensington Station. In particular:

1. The **peak demand in parking** on Eastwood Street / Rankins Road / Bellair Street typically occurs at **around midday** on a weekday. The parking demand is highest on Bellair Street with 82% of spaces occupied at noon, followed by Eastwood Street with 65% occupancy and Rankins Road with 64%.
2. Even at the **busiest time** (midday) there are still around **120 parking spaces available** (unoccupied) in the 3 streets surveyed – with **60 parking spaces free on Eastwood Street**, 36 in Bellair Street and 24 in Rankins Road.
3. In addition to residents, much of the daytime parking demand on Eastwood Street and Bellair Street is essentially associated with the Macaulay Road shopping precinct and, partly, train commuters using Kensington Station.
4. Parking demand drops dramatically in the evening – by 7.30pm the overall occupancy in the 3 streets combined drops to 41%. At this time there are **98 parking spaces free on Eastwood Street**, 132 in Bellair Street and 27 in Rankins Road.
5. The volume of **traffic using Eastwood Street and Bellair Street is modest** and comprises mostly local traffic (residents, visitors, nearby shoppers and local workers) particularly in the middle of the day.
6. The highest **combined 2-way traffic flow** in the **southern-most section of Eastwood Street** (at Macaulay Road) occurs in the **AM peak** and is around **189 vehicles per hour**. (In the PM peak the combined flow was much lower – typically measured at **110-120 vehicles per hour**).
7. During AM and PM peaks only **low levels** of “**short-cutting**” by commuter vehicles are evident on Eastwood and Bellair Streets and peak hour traffic flows are comparatively small for an inner city context.

2 Background

2.1 What aspects have been examined?

This study examines traffic and parking usage patterns on streets surrounding Kensington Station. Specifically, the analysis presented in this report draws conclusions on the nature of traffic using Eastwood and Bellair Streets and the utilisation of parking on those streets, as well as a section of Rankins Road.

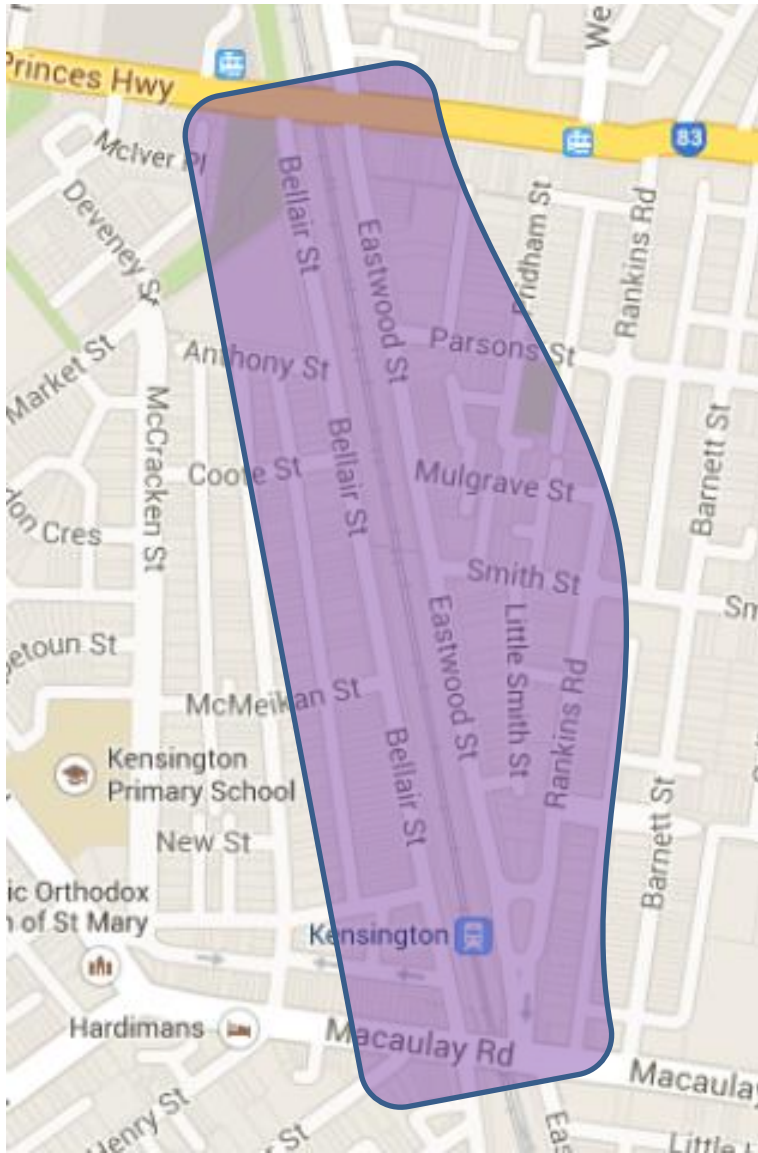
The *traffic analysis* utilised 24-hour automatic “tube counts” on Eastwood and Bellair Streets as well as several manual observation surveys of vehicle origin/destination and turning movement behaviour.

The *parking usage analysis* took into consideration 436 existing parking spaces overall, distributed as follows:

- 172 parking spaces in Eastwood Street, including:
 - 118 unrestricted (all-day)
 - 42 two-hour
 - 9 one-hour
 - 3 ten-minute
- 198 parking spaces in Bellair Street, including:
 - 110 unrestricted (all-day)
 - 71 two-hour
 - 13 one-hour
 - 1 car share
 - 1 taxi
 - 1 loading zone
 - 1 disabled
- 66 parking spaces in Rankins Road, including:
 - 47 all-day
 - 18 one-hour
 - 1 disabled

2.2 The Study Area & Survey Timing/Methodology

The study area is shown shaded purple in the map below. It includes Eastwood and Bellair Streets (between Racecourse Road and Macaulay Road) and Rankins Road between Macaulay Road and Smith Street.



Details of the various surveys that were undertaken are provided over the page.

2.2.1 Parking Occupancy Surveys

(Tuesday 10th September to Thursday 12th September 2013)

These surveys measured total parking occupancy at 4 time periods – 6.30am, midday, 4.00pm and 7.30pm. The extent of the parking surveys covered both sides of Eastwood and Bellair Streets, between Macaulay and Racecourse Roads, as well as Rankins Road between Macaulay and Smith Street. Parking occupancy has been categorised by the relevant parking restrictions (type and time limits).

2.2.2 Traffic Surveys

(Tuesday 17th – Thursday 19th September 2013)

The main purpose of these traffic surveys was to provide an understanding of traffic conditions, particularly from the perspective of through traffic (ie – how much local traffic uses the streets compared with commuter traffic). The survey activities were designed to capture both the total volume (over 7 days) and the ‘purpose’ of traffic using Eastwood Street / Rankins Road and Bellair Street. Observation surveys were used to categorise traffic entering/exiting Eastwood Street / Rankins Road at Macaulay Road as either:

1. “Through’ vehicles” – those that travelled continuously between Racecourse and Macaulay Roads.
2. “Local vehicles” – those using parking and/or with local origins/destinations on Eastwood Street south of Racecourse Road and Rankins Road as well as other smaller local streets.

During the traffic survey period, observations of pedestrian & cyclist activity were also undertaken in the area of Macaulay Road/Eastwood Street/Rankins Road. These surveys examined the numbers and usage patterns by pedestrians and cyclists at the southern end of Eastwood Street / Rankins Road, near Macaulay Road in the vicinity of the railway level crossing. Observations were conducted between 6.30-9.30am, 11.00am-1.00pm and 4.00-7.00pm.

3 Results

3.1 Parking Patterns

The key findings, reported in terms of parking availability, are summarised in the tables that appear in the following pages. These tables show the total number of parking spaces that exist in each street, for each parking restriction category, and report the number of occupied parking spaces during each time period of the surveys. The first 3 tables provide the parking availability for Eastwood Street, Bellair Street and Rankins Road respectively. The final table reports parking occupancy for the 3 streets combined. Overall, the following conclusions can be drawn:

There are 436 parking spaces in total on the 3 streets that were surveyed; distributed as follows:

- 172 in Eastwood Street
- 198 in Bellair Street
- 66 in Rankins Road

The **peak demand in parking** on Eastwood Street / Rankins Road / Bellair Street typically occurs at **around midday** on a weekday. The parking demand is highest on Bellair Street with 82% of spaces occupied at noon, followed by Eastwood Street with 65% occupancy and Rankins Road with 64%.

At midday, on Bellair Street, there are 162 spaces occupied out of the total capacity of 198 spaces leaving around 36 free spaces. By the evening when most shops in the nearby retail strip are closed the occupancy on Bellair Street drops to 66 spaces (33% occupied) with around 132 free spaces.

Even at the **busiest time** (midday) there are still around **120 parking spaces available** (unoccupied) in the 3 streets surveyed – with **60 parking spaces free on Eastwood Street**, 36 in Bellair Street and 24 in Rankins Road).

Parking demand drops dramatically in the evening – by 7.30pm the overall occupancy in the 3 streets combined drops to 41%. At this time there are **98 parking spaces free on Eastwood Street**, 132 in Bellair Street and 27 in Rankins Road

The “overnight stay”, measured at 6.30am in the morning when most residents would still be home showed that the occupancy at that time in the 3 streets surveyed was only around 32% with 139 parking spaces occupied out of the total of 436.

Eastwood Street		Weekday Parking Occupancy Survey			
Parking Type	No of Spaces	6.30am	midday	4pm	7.30pm
East Side					
Unrestricted	3	1	3	2	2
One-hour parking	9	1	6	3	8
Unrestricted	23	12	14	13	18
Two-hour parking	33	13	13	9	11
West Side					
10 minute parking	3	0	0	0	0
Unrestricted	92	21	71	65	29
Two-hour parking	9	0	5	4	6
Total Spaces	172	48	112	96	74
% Spaces Occupied		28%	65%	56%	43%

Legend

- 85-100% occupancy
- 65-85%occupancy
- less than 65% occupancy

Bellair Street		Weekday Parking Occupancy Survey			
Parking Type	No of Spaces	6.30am	midday	4pm	7.30pm
East Side					
Unrestricted	48	10	39	38	14
Flexicar car-share	1	1	0	1	1
Unrestricted	40	14	39	37	12
Two-hour parking	27	2	27	26	9
Taxi	1	0	0	0	0
West Side					
One-hour parking	13	1	12	13	2
Two-hour parking	3	2	3	2	3
loading zone	1	0	0	0	0
Two-hour parking	33	15	23	15	19
Disabled parking	1	1	0	0	1
Two-hour parking	8	3	2	5	3
Unrestricted	22	1	17	12	2
Total Spaces	198	50	162	149	66
% Spaces Occupied		25%	82%	75%	33%

Legend

- 85-100% occupancy
- 65-85%occupancy
- less than 65% occupancy

Rankins Road		Weekday Parking Occupancy Survey			
Parking Type	No of Spaces	6.30am	midday	4pm	7.30pm
East Side					
Unrestricted	20	15	15	9	15
One-hour parking	6	3	2	4	3
Disabled	1	0	0	0	0
One-hour parking	12	8	6	8	8
West Side					
Unrestricted	27	15	19	16	13
Total Spaces	66	41	42	37	39
% Spaces Occupied		62%	64%	56%	59%

All 3 Streets combined		Weekday Parking Occupancy Survey			
Street	No of Spaces	6.30am	midday	4pm	7.30pm
Eastwood Street	172	48	112	96	74
Bellair Street	198	50	162	149	66
Rankins Road	66	41	42	37	39
Total Spaces	436	139	316	282	179
% Spaces Occupied		32%	72%	64%	41%

Legend

- 85-100% occupancy
- 65-85%occupancy
- less than 65% occupancy

The images below illustrate the fluctuating parking demand over time.

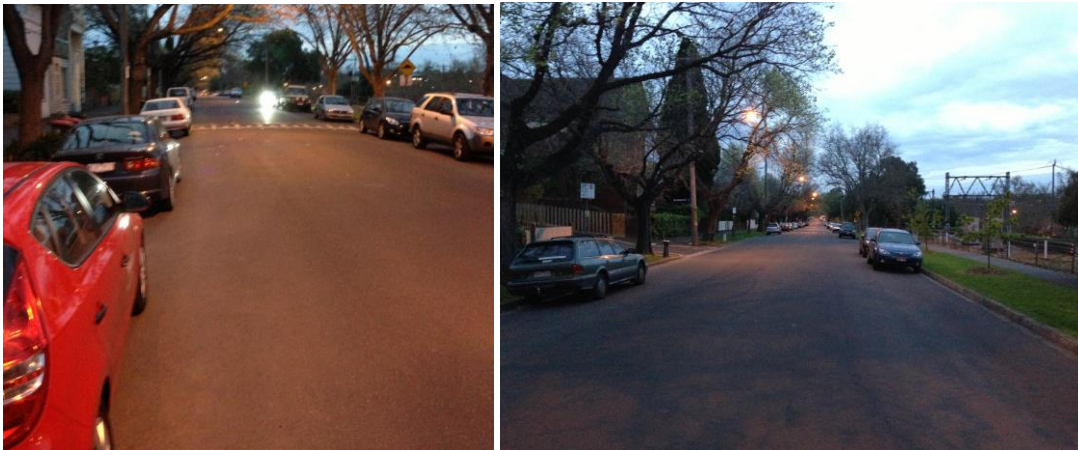
Bellair Street, parking demand near Macaulay Road– view looking south 6.30am weekday

- short/medium term parking on the both sides is largely empty



Bellair Street, parking demand mid-block – view looking north 6.30am weekday

- modest parking demand on both sides – likely overnight residents' cars



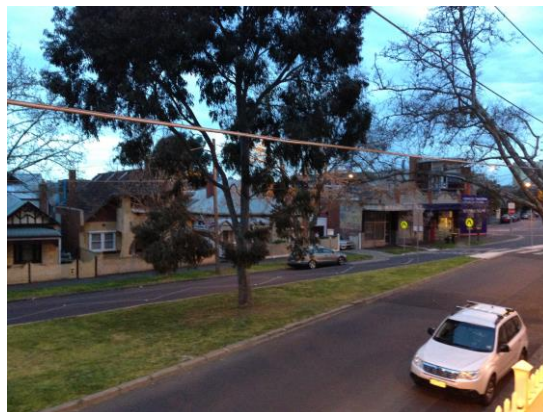
Eastwood Street at Rankins Road, parking demand – view looking north 6.30am weekday

- modest parking demand on the west side particularly



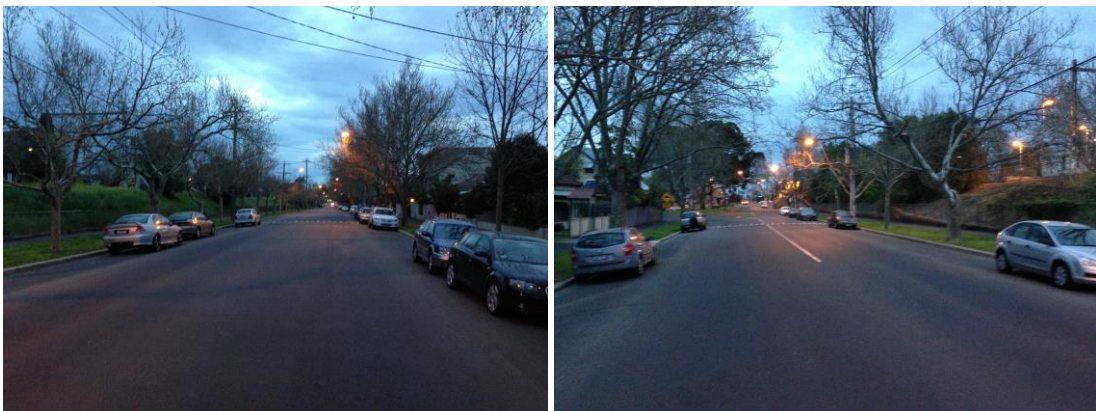
Rankins Road southern end at Macaulay Road, parking demand – view looking south 6.30am weekday

- low usage of parking on the east side near Macaulay Road



Eastwood Street, mid-block parking demand – view looking north 6.30am weekday

- low parking demand on the rail reserve side; higher parking demand on the residential (east) side



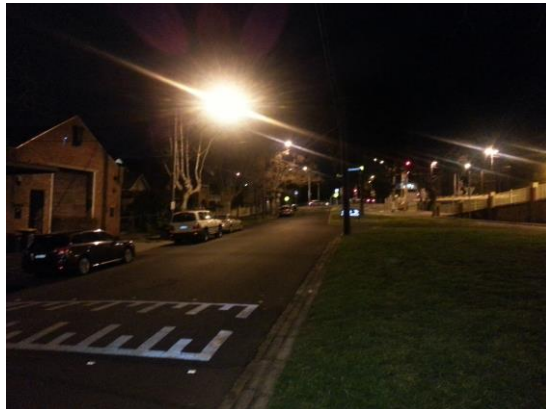
Eastwood Street, mid-block parking demand – view looking south 6.30am weekday

- modest parking demand on both sides



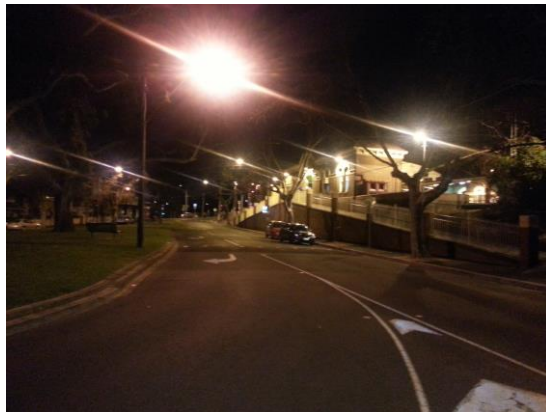
Rankins Road southern end at Macaulay Road, parking demand – view looking south 7.30pm weekday

- modest parking demand on the east side



Eastwood Street southern end at Macaulay Road, parking demand – view looking south 7.30pm weekday

- parking on the west side is largely empty



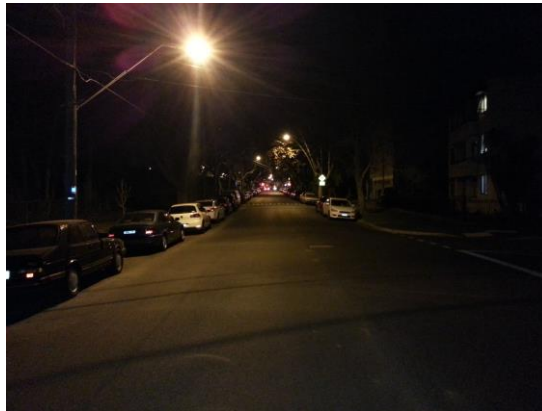
**Eastwood Street southern end at Macaulay Road, parking demand – view looking north
7.30pm weekday**

- very low parking demand, particularly on the west side



Eastwood Street, mid-block parking demand – view looking north 7.30pm weekday

- parking demand on both sides is higher closer to Racecourse Road



3.2 Traffic – Eastwood and Bellair Streets

3.2.1 Average Weekday Traffic

Twenty-four hour traffic surveys were undertaken over 7 days between Tuesday 10 September and Monday 16 September. The surveys revealed comparatively modest traffic flows on both streets. In particular, the AM peak periods flows on Eastwood Street (north of the Rankins Road roundabout) are 38 vehicles /hour northbound and 118 vehicles /hour southbound (equivalent to just 2 vehicles per minute). On Bellair Street the AM peak flows are 36 vehicles /hour northbound and 151 vehicles /hour southbound (2.5 vehicles per minute). Importantly, even the peak period traffic flows comprise a significant component of “local” traffic (defined as traffic with an origin or destination in the area bounded by Macaulay and Racecourse Roads). The local traffic composition is discussed further in sections 3.2.2 to 3.2.4.

The total 24-hour weekday averages (in both directions) for Eastwood and Bellair Streets are 1530 and 1956 vehicles per day respectively. The table below summarises the key weekday traffic statistics for peak street.

TIME PERIOD	AVERAGE WEEKDAY TRAFFIC VOLUME			
	Eastwood Street		Bellair Street	
	northbound	southbound	northbound	southbound
AM Peak (8.00-9.00am)	38	118	36	151
PM Peak (5.00-6.00pm)	78	35	45	73
TOTAL 24 hour	729	801	755	1201

Notes:

1. *Traffic counts on Eastwood Street were recorded just north of the roundabout with Rankins Road. The northbound flow includes southbound vehicles from Rankins Road that perform U-turns at the roundabout to head north – and does not include motorists who enter from Macaulay Road and head to Rankins Road or (after having dropped off at the station) perform a u-turn to return to Macaulay Road. The volume and distribution of northbound vehicles entering from Macaulay Road is discussed in section 3.2.2*
2. *Traffic counts on Bellair Street were recorded just south of Wight Street.*

The 24-hour traffic volume profiles for both Eastwood and Bellair Streets are shown in the pages that follow.

Image 1 – Eastwood Street; Northbound hourly traffic volume (weekday average)

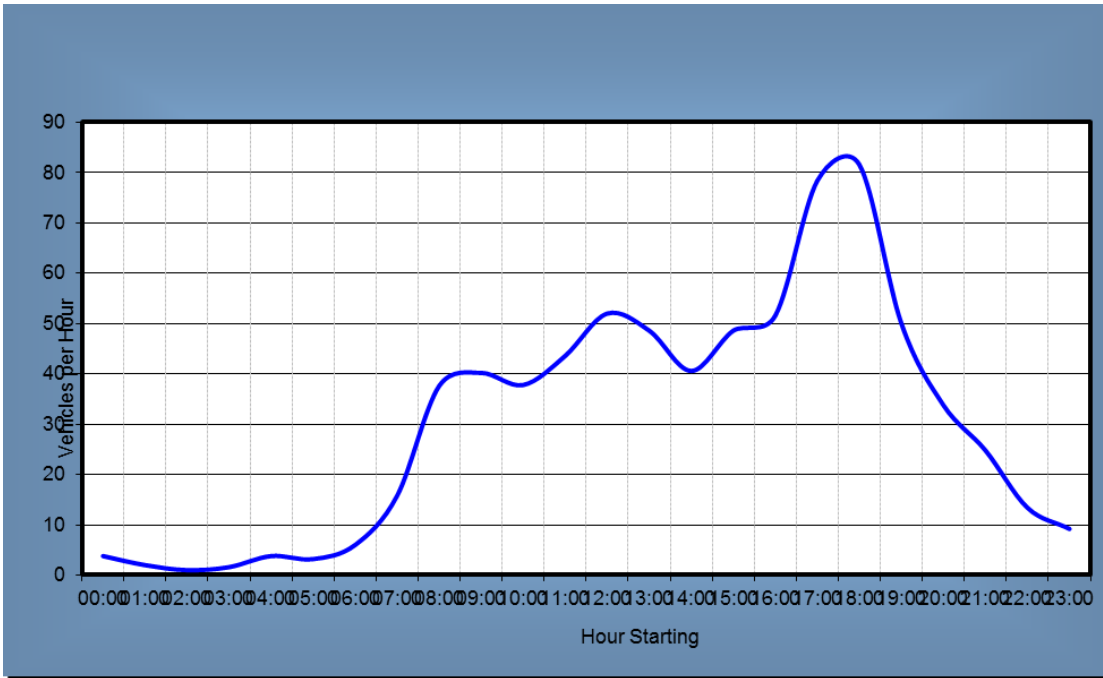


Image 2 – Eastwood Street; Southbound hourly traffic volume (weekday average)

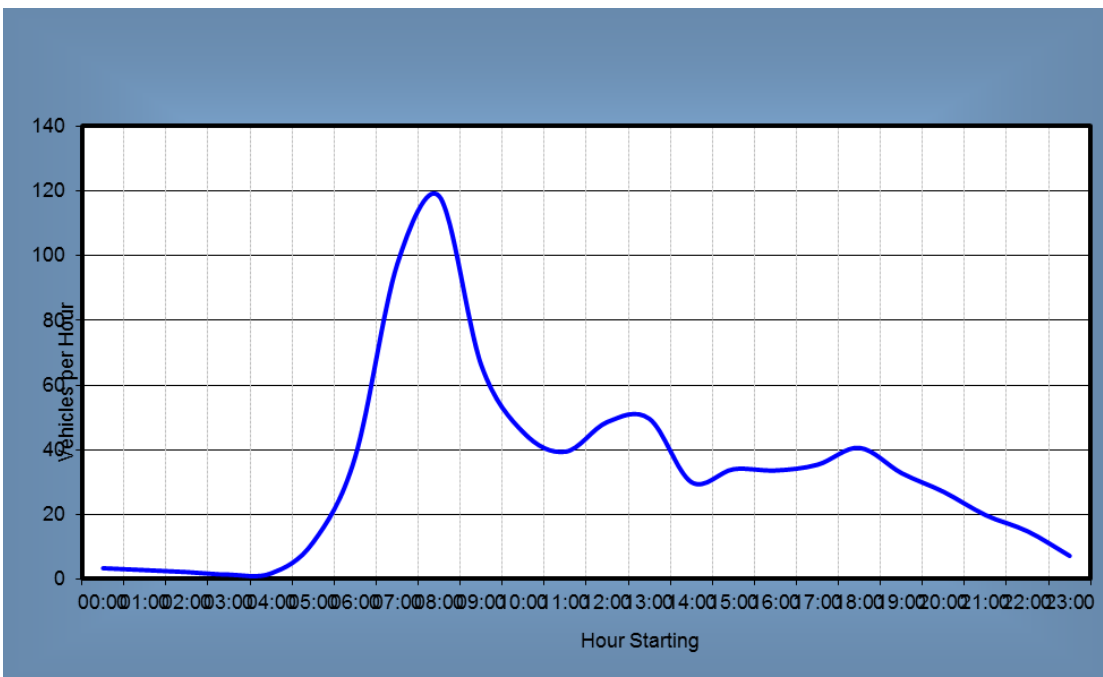


Image 3 – Eastwood Street; Combined Northbound & Southbound hourly traffic volume (weekday average)

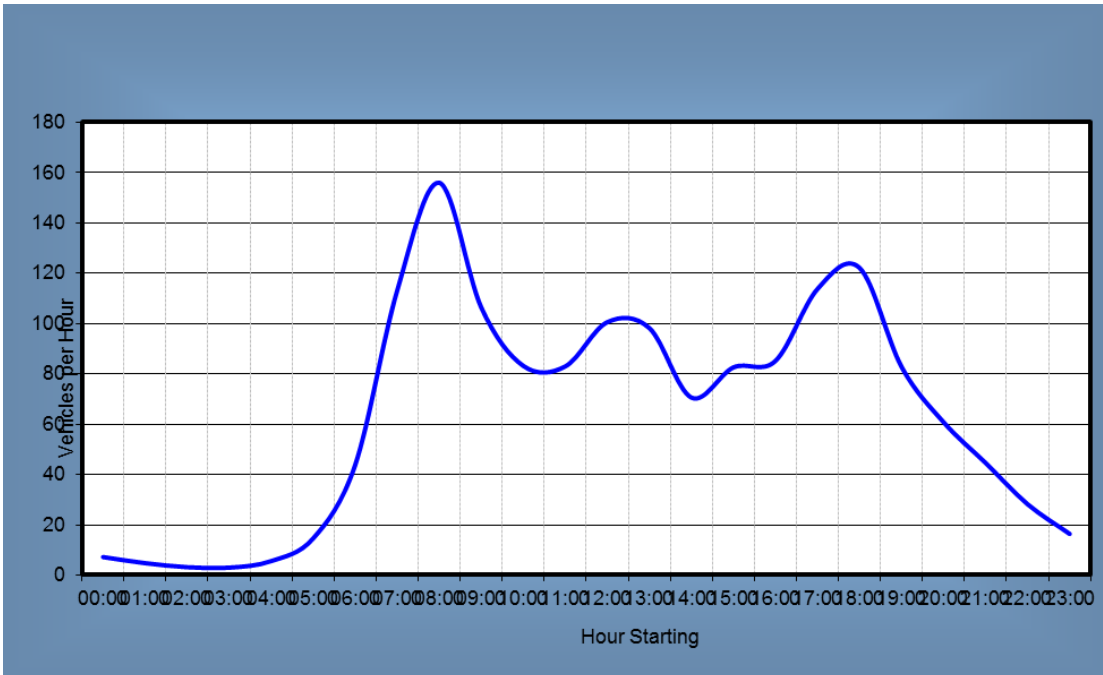


Image 4 – Bellair Street; Northbound hourly traffic volume (weekday average)

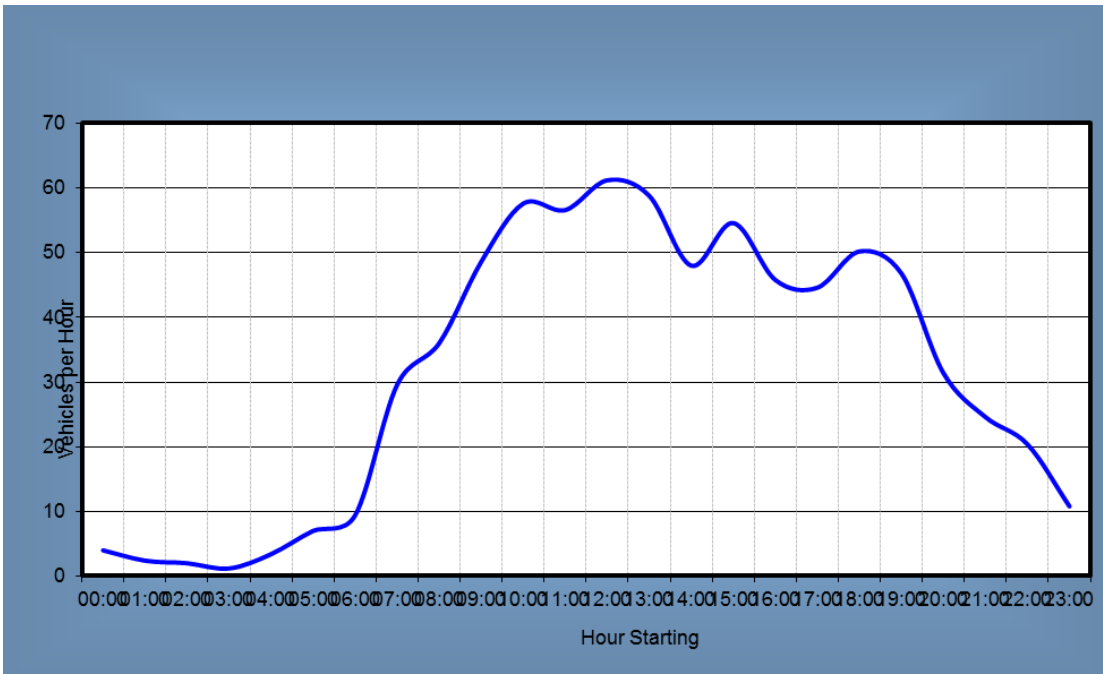


Image 5 – Bellair Street; Southbound hourly traffic volume (weekday average)

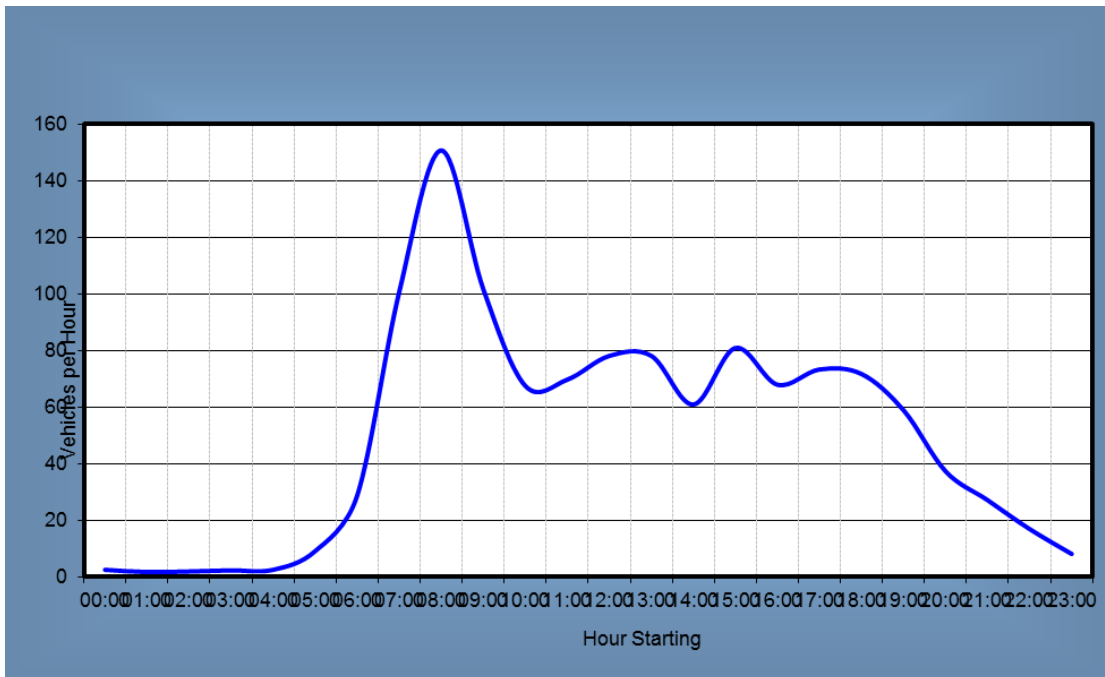
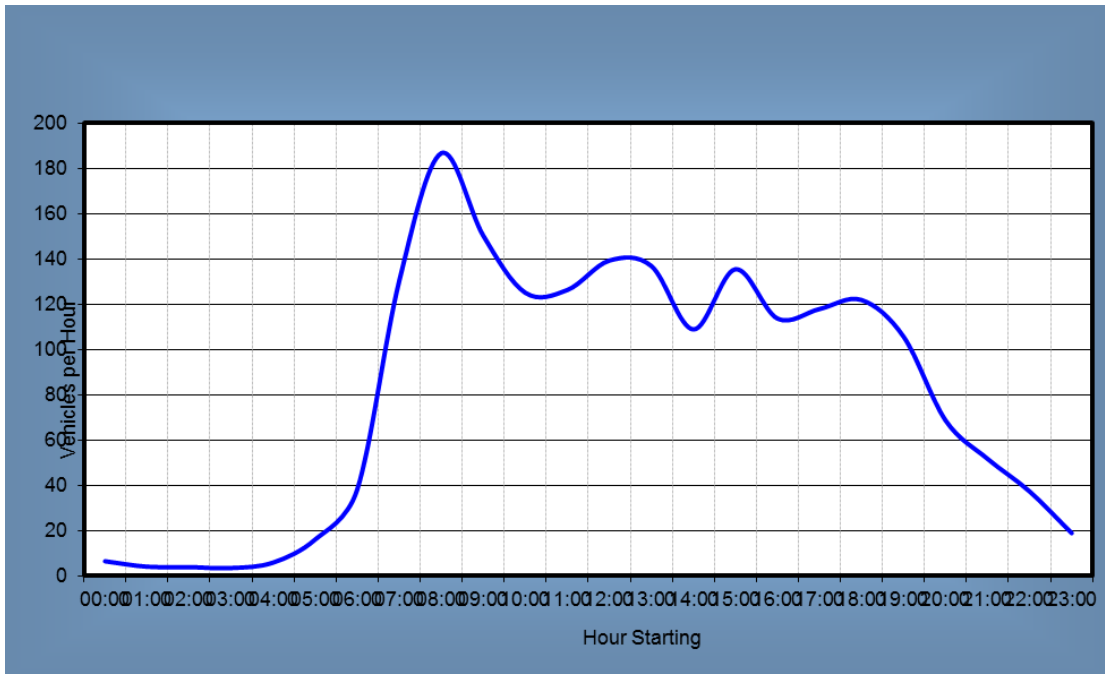


Image 6 – Bellair Street; Combined Northbound & Southbound hourly traffic volume (weekday average)



3.2.2 Traffic movements at Eastwood Street / Macaulay Road – Northbound

Additional analysis was undertaken in order to explore the nature of traffic movements on Eastwood Street at Macaulay Road. The analysis examined the origin of northbound movements and the destination of southbound movements in order to get a better understanding of the extent of local traffic versus non-local (commuter) through traffic. For the purposes of defining “through traffic”, a simple monitoring regime was adopted. With respect to the northbound direction all vehicles that entered Eastwood Street at Macaulay road were “tracked” and those that reached Racecourse Road and travelled beyond that intersection were classified as “through” vehicles for the purposes of this analysis. “Local” vehicles were thus defined as either heading into Rankins Road or stopping in the section of Eastwood Street between Macaulay Road and Racecourse Road (or turning into local side streets). This origin/destination survey activity was undertaken for the AM peak, lunch hour and PM peak periods.

However, it should be noted that many of the vehicles classified as “through” under the above categorisation actually entered Eastwood Street as left turn movements from Macaulay Road – which is not the traditional commuter peak direction (which is rather the CBD/central city instead). It is likely that many of these left turn vehicles may have been possibly visiting the Macaulay road shopping precinct, particularly those recorded in the lunchtime hour (as this period is well outside the commuter peaks).

The results of the monitoring of northbound movements are tabulated below.

NORTHBOUND TRAFFIC ON EASTWOOD STREET AM PEAK			
ORIGIN	DESTINATION		
	into Rankins Road	into Eastwood Street (local)	into Eastwood Street (through)
right turn from Macaulay into Eastwood	1	1	4
left turn from Macaulay into Eastwood	19	4	23
through movement from Eastwood (south of Macaulay) into Eastwood(north of Macaulay)	0	0	2
TOTAL	20	5	29

Summary: During the weekday AM peak hour a total of 54 movements were recorded entering Eastwood Street in a northbound direction. Of these, 25 (46%) had a local destination. The remaining 29 vehicles (54%) were classified as “through” vehicles. It should be noted that the majority of the vehicles classified as “through” came into Eastwood Street as left turn movements from Macaulay Road – not the traditional commuter peak direction.

NORTHBOUND TRAFFIC ON EASTWOOD STREET MIDDAY			
ORIGIN	DESTINATION		
	into Rankins Road	into Eastwood Street (local)	into Eastwood Street (through)
right turn from Macaulay into Eastwood	0	0	15
left turn from Macaulay into Eastwood	8	8	15
through movement from Eastwood (south of Macaulay) into Eastwood (north of Macaulay)	0	0	0
TOTAL	8	8	30

Summary: During the weekday lunchtime hour a total of 46 movements were recorded entering Eastwood Street in a northbound direction. Of these, 16 (35%) had a local destination. The remaining 30 vehicles (65%) were classified as “through” vehicles. It should be noted that half of the vehicles classified as “through” came into Eastwood Street as left turn movements from Macaulay Road. It is likely that many of these left turn vehicles may have been possibly visiting the Macaulay road shopping precinct – being the lunchtime hour.

NORTHBOUND TRAFFIC ON EASTWOOD STREET PM PEAK			
ORIGIN	DESTINATION		
	into Rankins Road	into Eastwood Street (local)	into Eastwood Street (through)
right turn from Macaulay into Eastwood	0	6	18
left turn from Macaulay into Eastwood	13	11	19
through movement from Eastwood (south of Macaulay) into Eastwood(north of Macaulay)	0	2	4
TOTAL	13	19	41

Summary: During the PM peak hour a total of 73 movements were recorded entering Eastwood Street in a northbound direction. Of these, 32 (44%) had a local destination. The remaining 41 vehicles (56%) were classified as “through” vehicles. It should be noted that nearly half of the vehicles classified as “through” came into Eastwood Street as left turn movements from Macaulay Road – which is definitely not the traditional PM peak commuter travel direction. It is highly likely that many of these left turn vehicles may have been visiting the Macaulay road shopping precinct.

3.2.3 Traffic movements at Eastwood Street / Macaulay Road – Southbound

Observations were undertaken of the destination of southbound vehicles exiting Eastwood Street onto Macaulay Road in the AM Peak hour.

During the AM peak hour, around **135 southbound vehicle movements** were recorded existing Eastwood Street at Macaulay Road; of which 35% had a local origin (having begun the journey from local streets south of Racecourse Road – with the majority (22%) arriving via Rankins Road).

Once these vehicles reach Macaulay Road, half – 50% – proceed straight across Macaulay Road into the section of Eastwood Street south of Macaulay Road (the manoeuvre is rather best described as a left-turn out of Eastwood Street immediately followed by a right turn from Macaulay Road into Eastwood Street). This is the most significant pattern – with the majority of vehicles performing this manoeuvre being described as ‘through’ traffic as only an occasional vehicle was observed stopping in that section of Eastwood Street.

Out of the remaining southbound vehicles, around 42% turn left and 8% turn right.

3.2.4 Combined Traffic movements at Eastwood Street / Macaulay Road – AM Peak

The highest combined 2-way traffic flow in the southern-most section of Eastwood Street (at Macaulay Road) was found to occur in the AM peak period.

In section 3.2.2 it was revealed that the weekday AM Peak northbound traffic flow on Eastwood Street, just north of Macaulay Road, is on average **54 vehicles per hour**. Furthermore, section 3.2.3 revealed that the weekday AM Peak southbound traffic in this same part of Eastwood Street is on average **135 vehicles per hour**.

Thus the **combined 2-way traffic flow** in the **southern-most section of Eastwood Street** is around **189 vehicles per hour**. (In the PM peak the combined flow was much lower – typically measured at **110-120 vehicles per hour**).

3.2.5 Average Weekend (Saturday) Traffic

Interestingly the total traffic volume on Saturday was comparable to the weekday average, which is likely a reflection of the modest presence of commuter traffic on weekdays. The total 2-way traffic volume on Saturday was 1,558 vehicles on Eastwood Street (higher than the weekday average of 1,530) and 1,945 vehicles on Bellair Street (almost the same as the weekday average of 1,956).

TIME PERIOD	AVERAGE SATURDAY TRAFFIC VOLUME			
	Eastwood Street		Bellair Street	
	northbound	southbound	northbound	southbound
AM Peak (8.00-9.00am)	33	29	39	47
PM Peak (5.00-6.00pm)	67	38	61	63
TOTAL 24 hour	881	677	882	1063

3.2.6 Traffic movements on Bellair Street

An examination of traffic movements on Bellair Street was also undertaken – albeit not as extensive as the Eastwood Street analysis. The main emphasis in Bellair Street was on the AM peak and lunchtime periods.

In the AM peak hour, there are around 150 southbound vehicles at the southern end of Bellair Street – about 30 of these originate from Racecourse Road (mostly right turns). Around 90 of the southbound vehicles turn left at Macaulay Road. Half of the Racecourse Road vehicles turning into Bellair Street can be classified as “local” as they do not travel onto Macaulay Road.

Out of the 90 vehicles that turn left from Bellair Street into Macaulay Road in the AM peak hour around 10 turn right at Eastwood Street (the section south of Macaulay Road) – all of which appear to be commuter traffic as none stopped in that section of Eastwood Street.

In the northbound direction, during the AM peak hour, there are around 50 vehicles per hour turning into Bellair Street at Macaulay Road. Two-thirds are local (they do not travel as far as Racecourse Road).

During the lunchtime hour, around 90% of traffic in both directions on Bellair Street has a local origin or destination.

3.3 Pedestrian & Bicycle Movements

3.3.1 Overall Observations

A series of observations and measurements of pedestrian and bicycle numbers and their route choices was undertaken in the vicinity of the Eastwood Street / Macaulay Road intersection. Pedestrian activity was quite high – predominantly associated with the train station. Cyclist movements on Eastwood Street were low throughout the day.

3.3.2 Pedestrian volume across Eastwood Street

There is an existing zebra crossing located in Eastwood Street near its intersection with Macaulay Road – shown in the photo below. The zebra crossing is ideally placed to provide access to the pedestrian underpass of the rail line, as well as providing access to the ramp leading to Kensington Station.

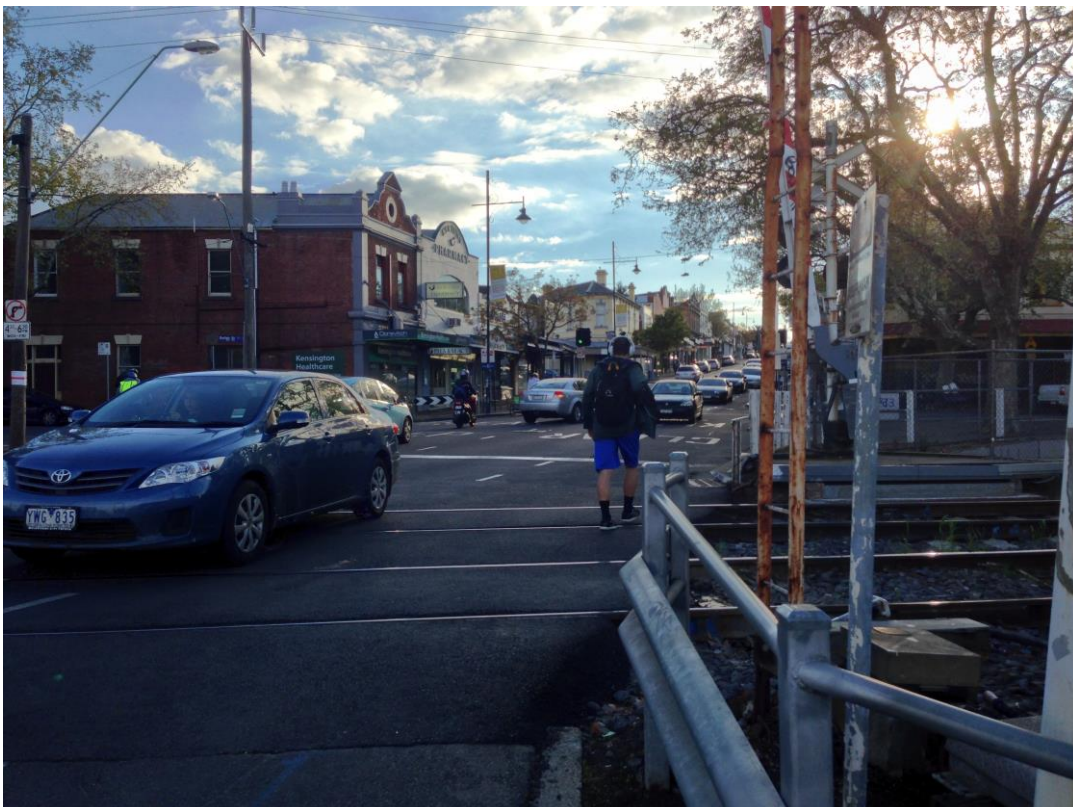


Measurement of pedestrian activity was undertaken in both the AM and PM peak hours. A two-way volume of around **180 pedestrians per hour** was measured crossing Eastwood Street at its southern end in the AM peak hour; a marginally lower number of **160 pedestrians per hour** was captured in the PM peak hour.

Compliance with the zebra crossing was exceptionally high – with well over 90% of those pedestrians utilising the crossing – illustrated in the photo over the page.



There were very few instances of non-compliance with the zebra crossing and rail underpass with only the rare instance observed when a pedestrian chose to travel at grade on Macaulay Road across the rail line (as shown in the photo below).



3.3.3 Pedestrian volume across Macaulay Road

Pedestrians crossing Macaulay Road in the vicinity of Eastwood Street (in an informal manner – as there is no formal pedestrian crossing facility across Macaulay Road in this area) were recorded as follows:

AM peak:

- In a northbound direction – 16
- In a southbound direction – 10

PM peak:

- In a northbound direction – 9
- In a southbound direction – 18

Whilst these pedestrian moved ‘unaided’ across Macaulay Road – they were able to do so in relative safety, due to the generally slow moving nature of traffic flow on Macaulay Road and the frequent stops due to the railway level crossing operation.

3.3.4 Cyclist Activity

Bicycle movements recorded during the survey periods were modest. There appeared to be greater bicycle activity in the middle of the day rather than the peak periods. PM bikes

TIME PERIOD	WEEKDAY BICYCLE VOLUME – EASTWOOD STREET	
	northbound	southbound
AM Peak (8.00-9.00am)	2	10
PM Peak (5.00-6.00pm)	9	4
Lunchtime (12.00 pm – 1.00pm)	31	25



4 Conclusions

The data collected and presented in this study indicates that both Eastwood and Bellair Streets carry comparatively low traffic volumes (each well under 2,000 vehicles per day). There is also strong evidence to suggest that the majority of traffic using these streets is “local” as peak hour traffic volumes are low and origin/destination surveys indicate the catchment for many vehicles using the streets lies in the area between Racecourse Road and Macaulay Road. Two-way traffic flows on Eastwood Street and Bellair Street in the AM peak hour are less than 160 vehicles/hour and 190 vehicles/hour respectively. These traffic volumes were recorded just north of the Rankins Road roundabout in Eastwood Street and just south of Wight Street in Bellair Street. In the PM peak hour the two-way traffic flows are less than 120 vehicles/hour in each street. Weekend traffic volumes are about the same as weekdays – further suggesting that neither street is being used by a significant volume of commuter traffic on weekdays.

When considering the section of Eastwood Street immediately adjacent to the Station (between Macaulay Road and the Rankins Road roundabout), the peak period traffic volumes are slightly higher than those reported above – given the presence of traffic bound to/from Rankins Road as well as traffic dropping off passengers at the Station. The busiest period was found to be the weekday **AM peak hour** where there was an average of **54 northbound vehicle movements** recorded entering Eastwood Street from Macaulay Road. Of these, 46% had a local destination. The remaining 54% were classified as “through” vehicles (reaching and travelling past Racecourse Road). During the same AM peak period the **135 southbound vehicle movements** were recorded of which 35% had a local origin (having begun the journey from local streets south of Racecourse Road). The **combined 2-way traffic flow** in the **southern-most section of Eastwood Street** (at Macaulay Road) is therefore around **189 vehicles per hour**. In the PM peak the combined flow was much lower – typically measured at **110-120 vehicles per hour**.

In addition to the modest traffic utilisation of both streets, the parking surveys have revealed that generous spare capacity exists particularly on Eastwood Street. Even at the busiest time (midday) there are around 60 free parking spaces on Eastwood Street, between Racecourse Road and Macaulay Road. At other times, the spare parking capacity on Eastwood Street ranges between 76 spaces (4.00pm) and 124 spaces (6.30am).

In conclusion, based on the traffic and parking data collected, there would seem to be no reason to suggest that a reconfiguration of Eastwood Street, at its southern end, could not be contemplated. The spare parking capacity on Eastwood Street and other nearby streets provides an adequate buffer against any possible impact associated with a reduction/removal of parking as part of an open space upgrade scheme. Similarly the modest traffic volumes and the “local” nature of many traffic movements would be compatible with any scheme aimed at amenity improvements for this area – as the surveys have indicated that there is no significant presence of commuter traffic that needs to be managed.



Macaulay Road / Rankins Road, Kensington
Right Turn Traffic Analysis
Prepared for **City of Melbourne** 16 October 2014



CITY OF MELBOURNE

movendo

717/55 Queens Road Melbourne 3004, tel 0433 058 833 ABN 15162173551



Contents

1 Introduction	2
1.1 Study Aim & Overview.....	2
1.2 Previous Study.....	2
1.3 Overall Findings.....	2
2.1 The Study Area.....	4
2.2 Survey Timing/Methodology & Representativeness of OD Surveys.....	4
2.3 Data Analysis and Interpretation of Survey Data.....	5
3 Results	7
3.1 Destination of Vehicles Turning Right into Rankins Road.....	7
3.2 Traffic Redistribution.....	7
3.3 Summary of Key Findings.....	13
4 Conclusions	17

1 Introduction

1.1 Study Aim & Overview

This analysis of right turn traffic movements from Macaulay Road into Rankins Road has been prepared for the City of Melbourne to help inform its ongoing consideration of options for enhancing open space in Kensington – more particularly the potential creation of additional green space near Kensington Station, at the southern end of Eastwood Street and Rankins Road (just north of Macaulay Road). Council has recently endorsed the implementation of a full-time right turn ban from Macaulay Road into Rankins Road (buses excepted) as part of deliberations into the creation of additional open space in this general area. Around **241 vehicles undertake this right turn movement** over the busiest **12-hour period** (between 7 am and 7 pm). It should be noted that **86% of northbound traffic** on Eastwood Street occurs between **7 am and 7 pm**. The analysis of traffic patterns during this period is therefore highly representative of prevailing traffic conditions on Eastwood Street.

This study provides an insight on the **likely destination of the right turn movements** from **Macaulay Road into Rankins Road** – obtained through a comprehensive package of Origin/Destination (OD) surveys. The main purpose of the OD surveys was to provide an understanding of **destinations of the right turning vehicles** and, in turn, to be able to **confidently predict** where such vehicles will “displace” or “detour” once a right turn prohibition is put in place.

The data collected and conclusions drawn will allow Council to better respond, in an informed manner, to any queries regarding the implications that may arise from implementation of the right turn ban (in terms of potential traffic redistribution).

1.2 Previous Study

This analysis of right turn movements at the Macaulay Road / Rankins Road intersection complements a previous study titled *Eastwood Street / Rankins Road / Bellair Street, Kensington – Traffic & Parking Analysis* (dated 18 December 2013). Accordingly, this October 2014 report should be read in conjunction with the previous December 2013 report.

1.3 Overall Findings

The surveys and subsequent assessment undertaken in the preparation of this report reveal that much of the traffic that currently turns right from Macaulay Road into Rankins Road has destinations beyond the most immediate local area and is likely to redistribute to the alternate arterial and collector road network in the event that a full-time right turn prohibition is introduced at the Macaulay Road / Rankins Road intersection. In other words, much of the right turning traffic is bound for destinations well north and west of Racecourse Road and the railway line. Accordingly, the estimated increase in traffic on residential streets near the Macaulay Road / Rankins Road intersection is forecast to be low.

More particularly, it is expected that any increase in traffic in the immediate area is likely to be primarily associated with locally-generated traffic movements being reassigned for the concluding part of their journey. Specifically, it has been estimated that (as an absolute worst case scenario for a residential street in the local area to the east of the Macaulay Road / Rankins Road intersection) the maximum possible increase in traffic is likely to manifest itself on Barnett Street. The reason a larger proportion of motorists are likely to choose Barnett Street is that it is the first alternate route east of Rankins Road that would become “available” in the event of a right turn ban at from Macaulay Road into Rankins Road.

Nonetheless, even as a worst case scenario, the forecast **increase in traffic on Barnett Street** is estimated to be an exceptionally modest **35 vehicles over the busiest 12 hours** of the day (equivalent, on average, to an additional 1 vehicle using Barnett Street every 17 minutes during the 10 hours when right turn movements into Barnett Street are permitted). These forecasts are based on the body of evidence collected in the OD survey program which has provided conclusive intelligence with respect to motorists’ desired destinations. In fact, there are strong indications from the OD survey to suggest that a part-regional redistribution of traffic may also occur to Mount Alexander Road – in which case the “conservative” 12-hour increase in traffic on Barnett Street of 35 vehicles is likely to be reduced to a lower volume of around 33 vehicles (equivalent, on average, to an additional 1 vehicle using Barnett Street every 18 minutes during the 10 hours when right turn movements into Barnett Street are permitted).

For the purposes of reporting traffic redistribution in this report the number of existing right turn vehicles that are displaced from Rankins Road has been grouped into 3 time periods:

- AM (7.00 to 10.00am)
- Middle of the day (10.00am to 4.00pm)
- PM (4.00 to 7.00pm)

The 3-hour AM and PM periods above were the times when it was most evident that “longer-distance” commuters were part of the right-turn mix into Rankins Road. In contrast, the right turn movements that occurred between 10.00am to 4.00pm were characterised by a greater presence of destinations in the local region. Thus, by reporting traffic volume “shifts” over these 3-hour long AM and PM periods gives a good appreciation of the extent of commuter traffic infiltration that may be experienced on alternate roads in the area. It should be noted that given the presence of existing right turn bans at Bellair and Barnett Streets, the forecast PM traffic flows on those streets exclude any flow during the times when the prohibitions operate (4.30 to 6.30pm). Even when taking into consideration the ‘expanded’ peak periods alone, the forecast **increases on Barnett Street are likely to be insignificant** – in the order of **4 vehicles in the AM peak period** (1 additional vehicle every 45 minutes in the ‘expanded’ morning period) and **4 vehicles in the PM peak hour** (1 additional vehicle every 15 minutes in the hour during that period in which the right turn movement is allowed).

Note: the AM and PM peak periods are the 3-hour periods described previously, namely 7.00 to 10.00am and 4.00 to 7.00pm.

2 The Study Process

2.1 The Study Area

The study area includes destinations to the north and west of the Macaulay Road / Rankins Road intersection subdivided into twelve smaller subareas. This disaggregation (together with the identification of traffic that travels beyond the 12 subareas) has been used to facilitate future traffic redistribution forecasts.

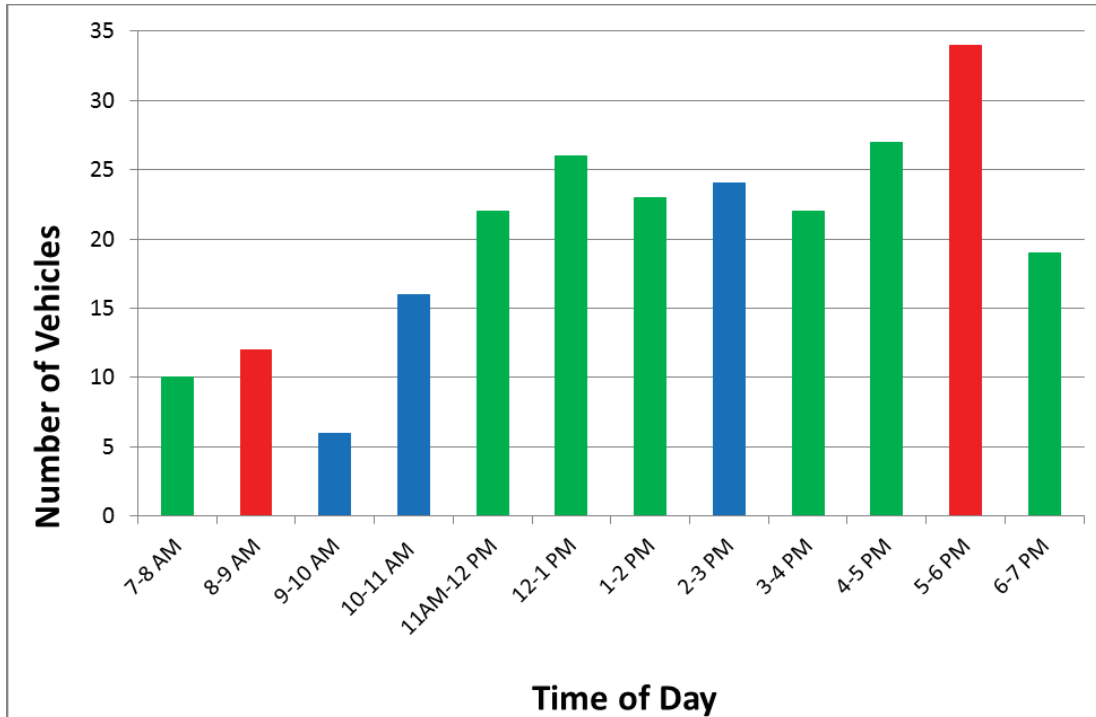
The study area and vehicle destinations are shown in Figure 1 on page 6. Destinations are shown as either specific subareas (labelled A to L) or locations beyond the study area (shown by arrows pointing in the direction and on the road where vehicles have been recorded after performing the right turn at from Macaulay Road into Rankins Road).

2.2 Survey Timing/Methodology & Representativeness of OD Surveys

The recent 12-hour count undertaken by Council at the Macaulay Road / Rankins Road intersection (on Thursday 3 April 2014) revealed that there are around 241 vehicles performing the right turn movement from Macaulay Road into Rankins Road over that 12-hour period.

The additional *origin/destination* survey work undertaken as part of this study focussed on the busiest hourly periods in order to obtain a highly representative sample and enable reliable conclusions to be drawn. The survey was conducted on Tuesday 16 September 2014. Each vehicle was tracked and its respective destination determined. The following should be noted:

- All right turn traffic was surveyed for a total of 9 hours – between 7am-9 am; 11am-2pm & 3.00pm-7.00pm (as shown in the image over the page). The “blue” bars show periods of no data collection, the “green” and “red” bars are the OD data collection periods (traditional off-peak and peak periods respectively – thus covering all necessary traffic patterns of a typical weekday).
- In terms of “sample size”, those time periods are equivalent to 75% of the 12-hour period originally surveyed by Council (between 7 am and 7 pm)
- Overall, 197 right turning vehicles were captured in the 9 hours that were monitored on the day of the survey. In the same 9-hour period of the Council survey day the number of right turners was recorded as 195 (a statistically “insignificant” difference of “2 vehicles less”). The 197 vehicles represent approximately 82% of all right turning vehicles in the busiest 12-hours of the day (assuming that around 241 vehicles turn right during that 12-hour period – as established by the earlier Council survey undertaken in April 2014).



2.3 Data Analysis and Interpretation of Survey Data

The main purpose of the OD surveys has been to provide an understanding of destinations of the right turning vehicles and, in turn, allow a prediction of where such vehicles will “displace” or “detour” once a right turn prohibition is put in place. Specifically, the right turn destinations were used to predict what roads right turners may shift to – when a right turn ban is introduced at the Macaulay Road / Rankins Road intersection. Two potential redistribution scenarios were analysed:

- **Local redistribution** – all vehicles currently turning right at Rankins Road will redistribute to one of four nearby alternate routes (Stubbs Street, Barnett Street, Bellair Street and Epsom Road) to reach their respective destinations. This scenario provides a worst case scenario in terms of containing all traffic redistribution to alternates that are accessed off Macaulay Road.
- **Regional redistribution** – this scenario envisages that a portion of the vehicles currently turning right at Rankins Road will redistribute to Mount Alexander Road, “avoiding” Macaulay Road altogether in order to reach their respective destinations. This would apply to some of the vehicles currently travelling to the two northernmost subareas (K and L), as well as those recorded travelling north on Ascot Vale Road, west on Kent Street (after travelling north on Eastwood Street and Pin Oak Crescent), northwest on Mount Alexander Road and east on Racecourse Road. This scenario provides a more realistic traffic redistribution representation as it takes into account the likely use of alternative routes if the right turn ban at Rankins Road is implemented.

The potential redistribution under the above scenarios also considered the times of the day when there are no right turn bans in adjacent streets, as well as the times when there are right turn restrictions operating (between 4.30pm and 6.30pm) into Barnett Street and Bellair Street from Macaulay Road. Consideration of this aspect is critical as it determines the choices motorists have (and thereby influences their route selection) to reach their respective destinations.

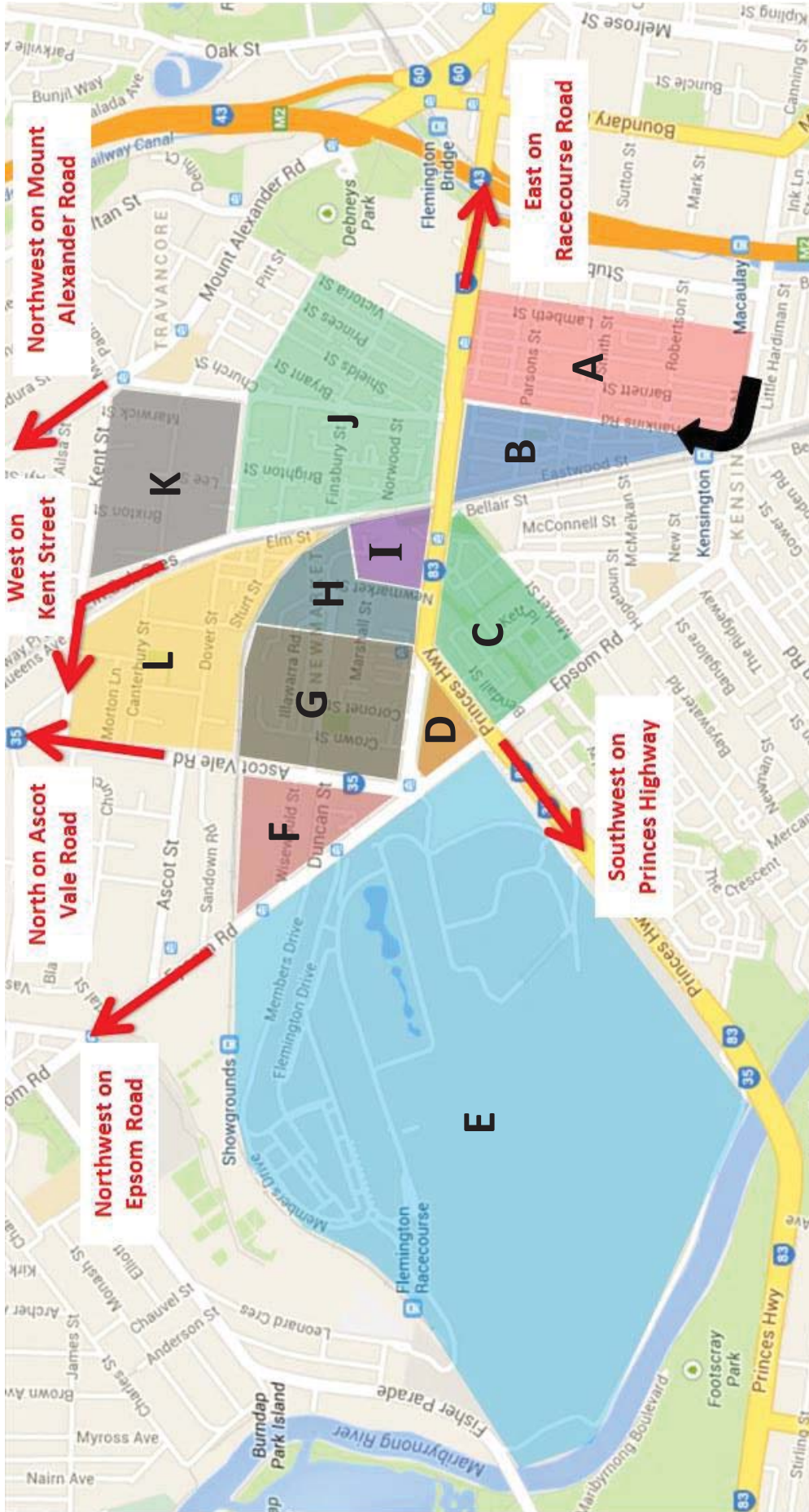


Figure 1: Study Area and Destination of Vehicles Turning Right from Macaulay Road into Rankins Road between 7 am and 7 pm

3 Results

3.1 Destination of Vehicles Turning Right into Rankins Road

A total of 197 vehicles were tracked, which is equivalent to approximately 82% of all right turning vehicles (assuming that around 241 vehicles turn right during the 12-hour period as surveyed by Council in April 2014). The behaviour exhibited by the 82% of right turning vehicles was applied to the full 12-hour volume to obtain daily totals for vehicles going to each subarea and “regional” road (a total of 18 separate destinations). Figures 2 and 3 on pages 9 and 10 show, in turn, the proportion and absolute number of right-turning vehicles at Rankins Road that have a destination in each of the 12 subareas or that continue along any of the six regional routes (estimated for the full 12 hours – 7am to 7pm). The surveys revealed that in this 12-hour period under consideration:

- Around 28% of vehicles turning right at Rankins Road have a destination in subareas A & B.
- Around 46% of all traffic turning right into Rankins Road between 7 am and 7 pm has a destination in one of the remaining 10 subareas.
- Approximately 26% of all traffic turning right into Rankins Road between 7 am and 7 pm has destinations outside of the 12 subareas and was observed travelling southwest on Princes Highway towards the Maribyrnong River, northwest on Epsom Road, north on Ascot Vale Road, northwest on Mount Alexander Road or east on Racecourse Road.

3.2 Traffic Redistribution

The following redistribution assumptions were used to calculate the potential number of additional vehicles that would use the four alternate routes in the immediate road network under the “local redistribution” scenario, as well as those that would use these four alternate routes and Mount Alexander Road under the “regional redistribution” scenario:

Local Redistribution

Between 4:30 pm and 6:30 pm (when right turn bans operate into Barnett and Bellair Streets):

- All vehicles currently turning right at Rankins Road (regardless of the destination) would either turn right at Stubbs Street or continue west on Macaulay Road to Epsom Road, by virtue of the existing right turn bans into Barnett Street and Bellair Street
- Subareas H and I: 20% of vehicles turn right into Epsom Street and 80% into Stubbs Street. For all other destinations, all vehicles would turn right at Stubbs Street.

All other times (7 am to 4:30 pm and 6:30 pm to 7 pm)

- Subarea A: 50% of vehicles turn right into Barnett Street and 50% into Stubbs Street
- Subarea B: 55% of vehicles turn right into Barnett Street and 45% into Stubbs Street
- Subareas C and G: 50% of vehicles turn right into Bellair Street and 50% into Epsom Street
- Subareas D, E and F: all vehicles turn right into Epsom Road
- Subareas H and I: all vehicles turn right into Bellair Street
- Subareas J, K and L: 20% of vehicles turn right into Barnett Street, 65% into Stubbs Street and 15% into Epsom Road

At all times

- All vehicles continuing northwest on Epsom Road, north on Ascot Vale Road, west on Kent Street (from Pin Oak Crescent) and southwest on Princes Highway turn right into Epsom Rd
- All vehicles continuing northwest on Mount Alexander Road and east on Racecourse Road turn right into Stubbs Street

Regional Redistribution

The same “rules” for the local redistribution scenario apply, with the following exceptions:

- Subarea J: 40% of vehicles currently turning right at Rankins Road would use Mount Alexander Road instead of entering the study area. The remaining 60% would be divided into the other roads using the same rules as in the local redistribution scenario (20% of vehicles turn right into Barnett Street, 65% into Stubbs Street and 15% into Epsom Road).
- Subareas K and L: 60% of vehicles currently turning right at Rankins Road would travel to Mount Alexander Road without entering any of the local streets in the study area. The remaining 40% would be divided into the other roads using the same rules as in the local redistribution scenario (20% of vehicles turn right into Barnett Street, 65% into Stubbs Street and 15% into Epsom Road).
- 70% of all vehicles currently continuing north on Ascot Vale Road, west on Kent Street (from Pin Oak Crescent) and northwest on Mount Alexander Road would travel to Mount Alexander Road without entering any of the local streets in the study area; the remaining 30% would travel to Epsom Road.
- All vehicles continuing east on Racecourse Road would turn right at Stubbs Street
- All vehicles continuing southwest on Princes Highway would travel to Epsom Road

Figures 4 and 5 on pages 11 and 12 respectively, show traffic redistribution forecasts for the local and regional distribution scenarios.

Figure 6 on page 1 compares the forecast traffic volume increase with the current 12-hour volumes (for each of the main streets considered as likely candidates to receive redistributed traffic).

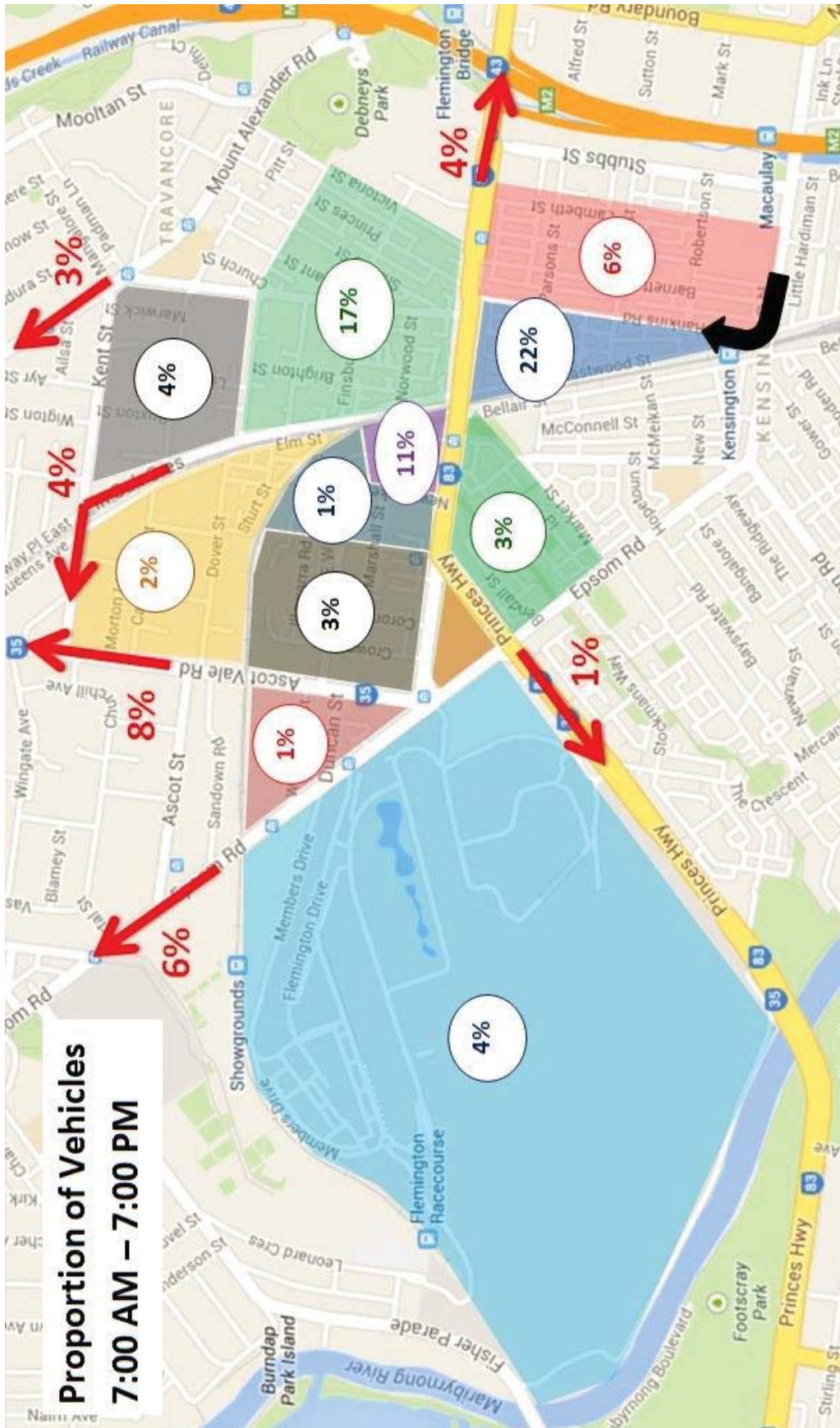


Figure 2: Proportion of Right-Turning Vehicles at Rankins Road for each Destination

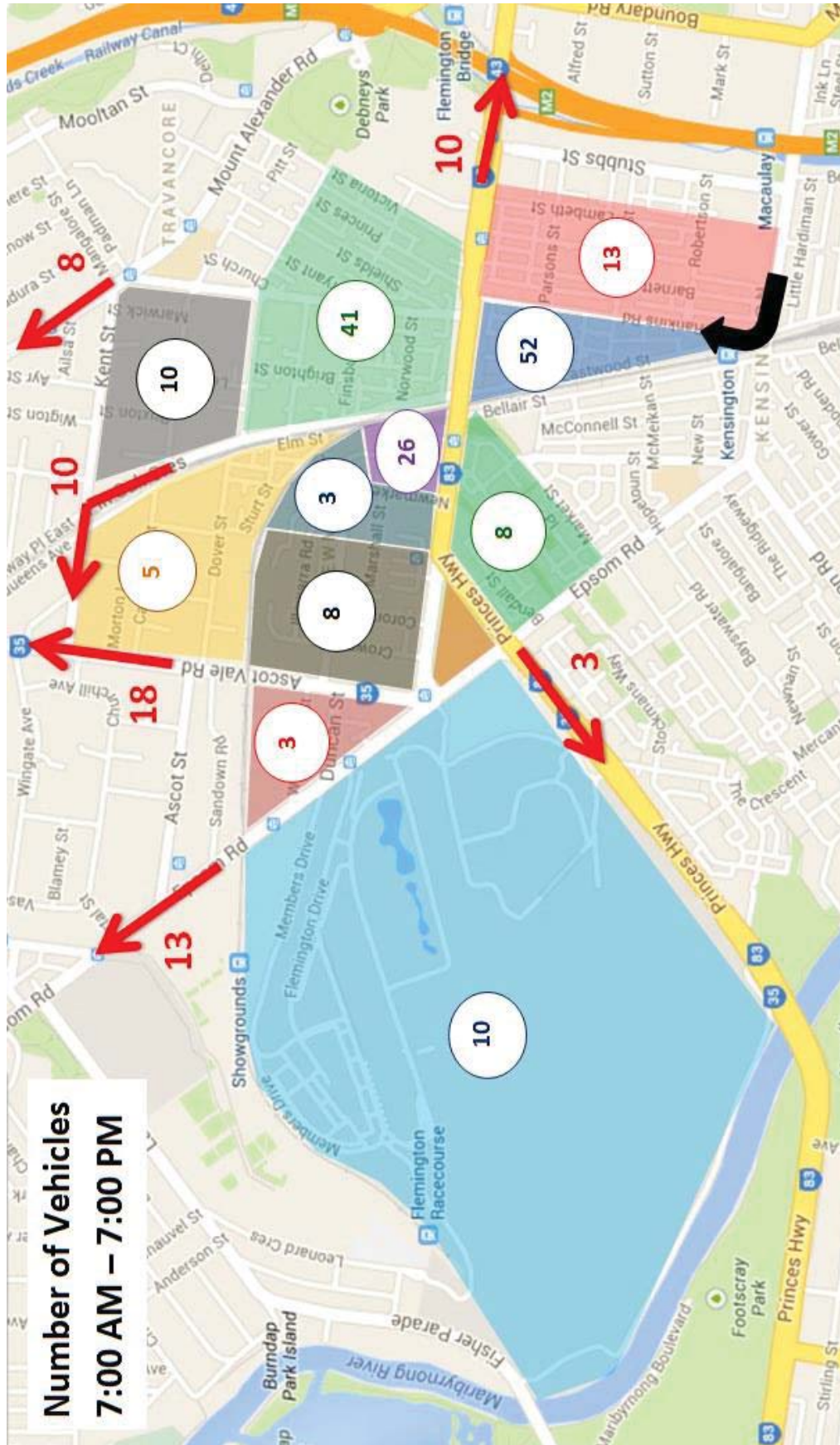


Figure 3: Number of Right-Turning Vehicles at Rankins Road for each Destination

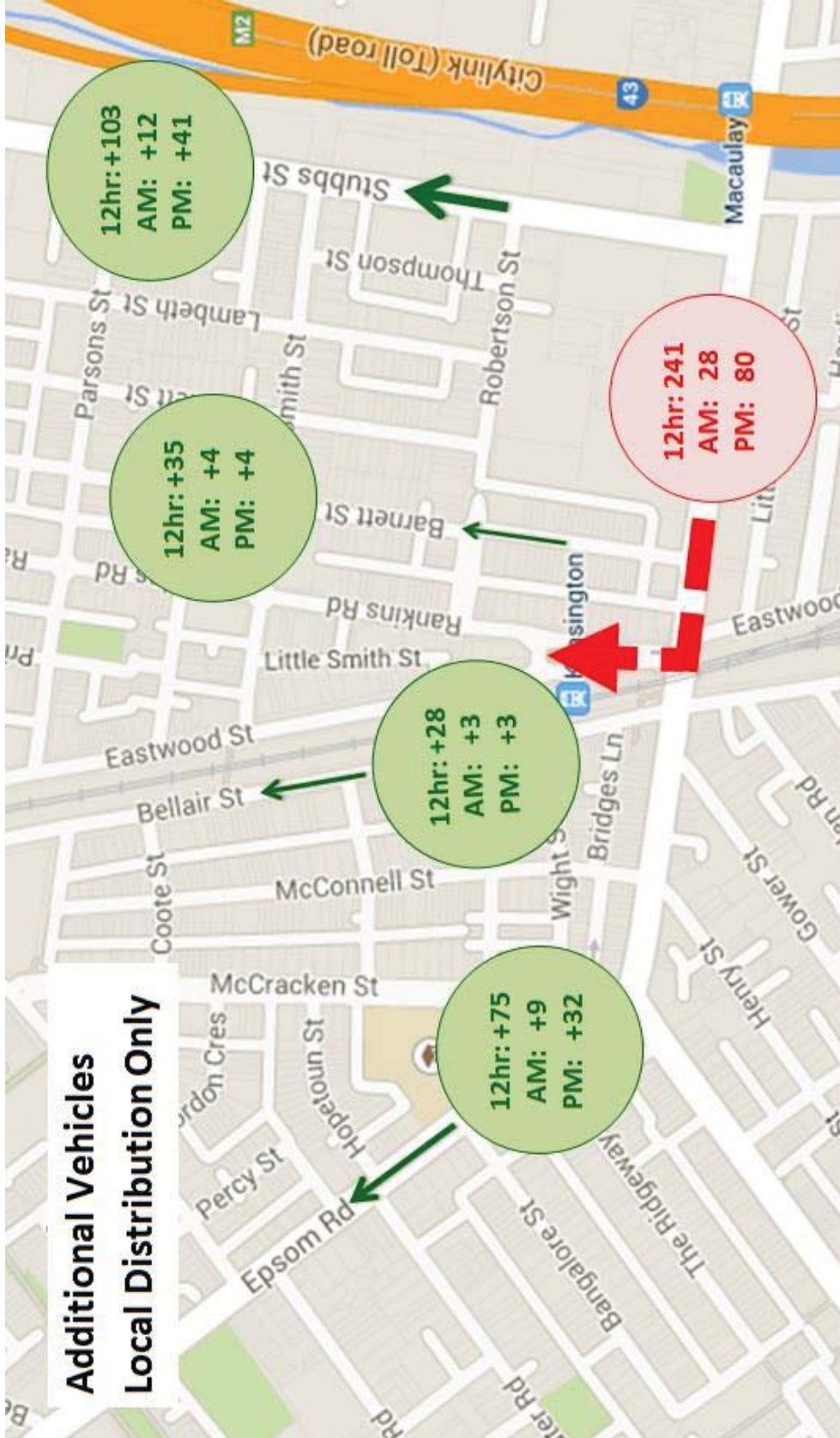


Figure 4: Number of Additional Vehicles on the Road Network under the Local Distribution Scenario

NOTE:

1. The AM and PM periods reported above are 3 hours in duration as follows – AM 7.00 to 10.00am; PM 4.00 to 7.00pm
2. PM traffic flows for Bellair and Barnett Streets exclude any flow during the times when right turn bans operate (4.30 to 6.30pm)

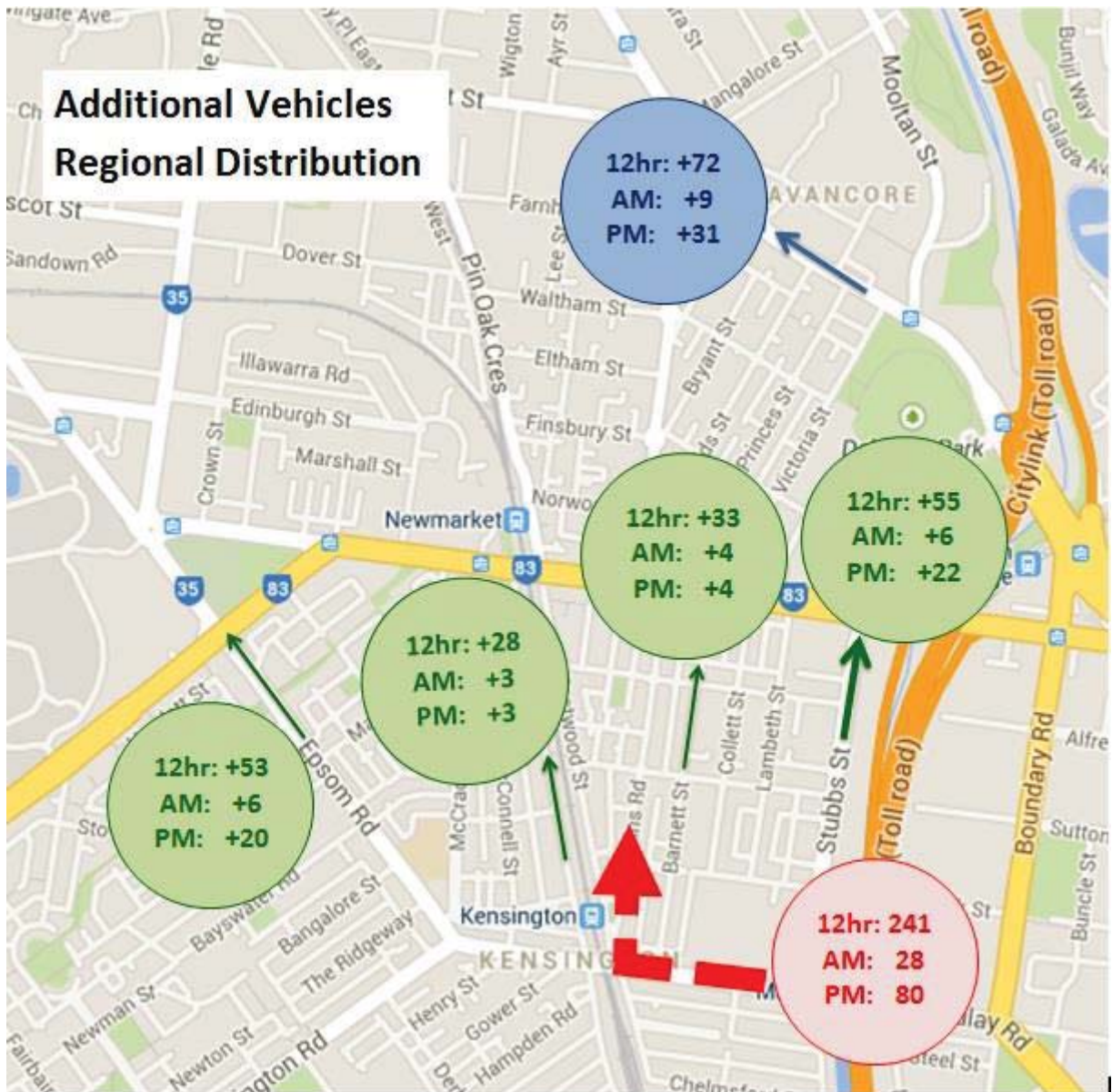


Figure 5: Number of Additional Vehicles on the Road Network under the Regional Distribution Scenario

NOTE:

1. The AM & PM periods reported above are 3 hours in duration as follows – AM 7.00 to 10.00am; PM 4.00 to 7.00pm
2. PM traffic flows for Bellair and Barnett Streets exclude any flow during the times when right turn bans operate (4.30 to 6.30pm)

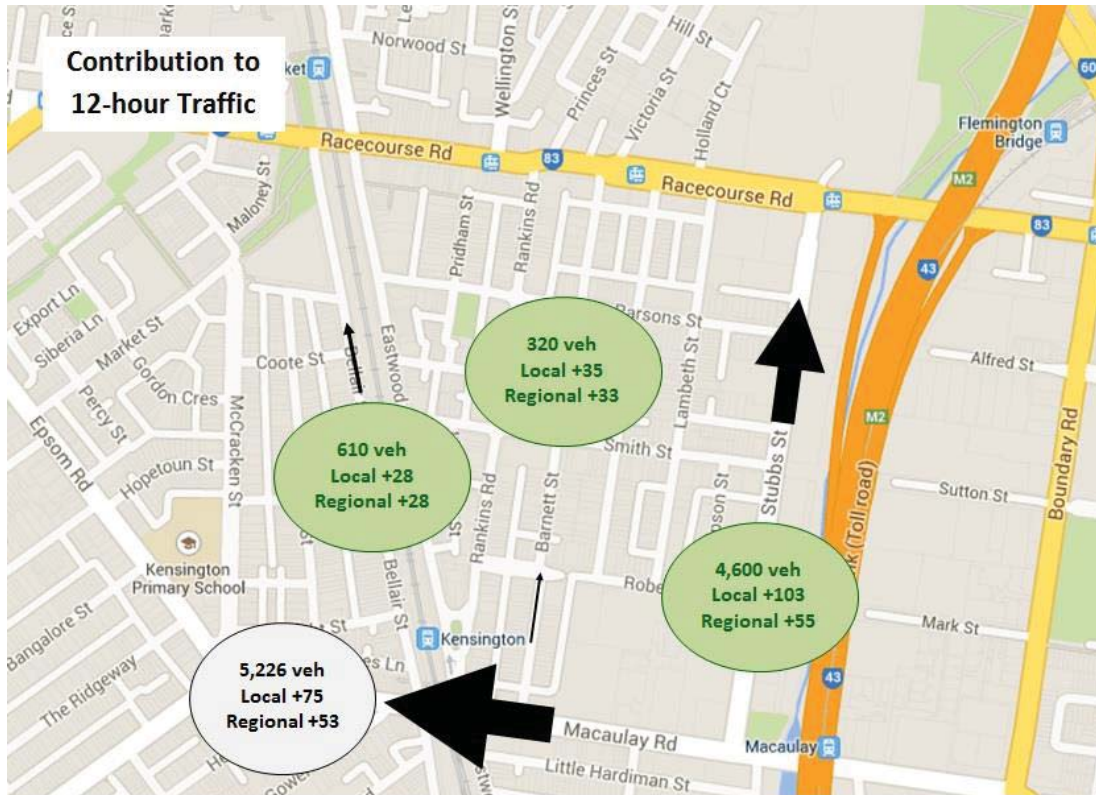


Figure 6: Change in 12-hour Traffic Volume Compared to Current Flows under Local and Regional Redistribution Scenarios

3.3 Summary of Key Findings

The main purpose of the OD surveys was to provide an understanding of destinations of the right turning vehicles from Macaulay Road into Rankins Road and to then, in turn, be able to confidently predict where such vehicles will “displace” once a right turn ban is put in place. The surveys, observations and analysis undertaken in this study have revealed the following:

- The **overall volume** of traffic turning right from Macaulay Road into Rankins Road is **comparatively low**, having been measured at around **241 vehicles in the 12-hour period** between 7 am and 7 pm (in the April 2014 traffic survey). Furthermore, the peak hour right-turning traffic volumes (those most likely to comprise non-local traffic) are also modest – recorded at **12 vehicles/hour in the AM peak period** (8-9 am) and **34 vehicles/hour in the PM peak period** (5-6 pm).
- In the **middle of the day** (the period between 10am and 4pm), the traffic turning right at Rankins Road is roughly equally split between **local traffic** (residents, visitors, nearby shoppers and local workers) and non-local traffic – around 50% of vehicles have a destination in subareas A and B. The proportion of **local traffic** is **much lower in the ‘expanded’ peak periods** – measured at around 24% in the AM peak (7-10am) and 29% in the PM peak (4-7 pm). The expanded peak periods were used for reporting purposes as the distribution of traffic (local and non-local) was very similar across the first three morning hours and last three afternoon hours of the 12-hour period between 7am and 7pm).

- Over the 12-hour period between 7am and 7pm, around **a quarter (28%) of all vehicles** that turn right at Rankins Road are estimated to have a **destination in this immediate local area** (south of Racecourse Road and east of the rail line).
- In the same 12-hour period between 7am and 7pm, **nearly half (around 46%) of all right turning traffic** into Rankins Road has a destination in one of the remaining 10 subareas in the **broader Flemington / Kensington neighbourhoods** (north of Racecourse Road and west of the rail line).
- Approximately **26%** of all traffic turning right into Rankins Road between 7am and 7pm has destinations outside of the 12 subareas and was observed travelling southwest on Princes Highway towards the Maribyrnong River, northwest on Epsom Road, north on Ascot Vale Road, northwest on Mount Alexander Road or east on Racecourse Road.
- Around **half of vehicles** with a **destination in subarea B** park in the **off-street car park** located off the east side of Eastwood Street just south of Racecourse Road (that services the **Racecourse Road shopping strip**).
- Around **40% of the vehicles** with a **destination in subarea B** park **on-street** on the **west side of Eastwood Street**, mainly in the northern section of Eastwood **Street close to the Racecourse Road shopping strip**.
- The **majority of vehicles** with a **destination in the subarea denoted as Zone J** parked on **Pin Oak Crescent** adjacent to the railway station or on the **north side of Racecourse Road**. This pattern is particularly evident in the morning hours when **vehicles servicing and/or visiting the shops** park in these areas.
- Around 40% of the vehicles with destinations in subareas E, K and L, and of those with destinations outside the 12 subareas, exhibit “opportunistic” behaviour, turning right at Rankins Road when the railway boom gates at the level crossing on Macaulay Road (just east of Rankins Road) are lowered for the passage of trains. The remaining vehicles appear to use Rankins Road “routinely” as they turned right regardless of the operation of the train boom gates.

The analysis shows that the right turn prohibition from Macaulay Road into Rankins Road would have minimal impact on the road network under the local redistribution scenario. The main findings for this scenario are as follows:

- The number of additional vehicles over the 12-hour period (7 am to 7 pm) would be 75 at Epsom Road, 28 at Bellair Street, 35 at Barnett Street and 103 at Stubbs Street
- The number of additional westbound vehicles on Macaulay Road (west of Rankins Road) over the 12-hour period would be 103 (the sum of the additional vehicles on Epsom Road and Bellair Street). These additional vehicles represent an increase of 2% in the westbound flow on Macaulay Road (currently around 5,226 vehicles) and a per hour average of only 9 additional vehicles, which would be “imperceptible” in the current traffic stream

- The 28 additional northbound vehicles on Bellair Street (north of Macaulay Road) over the 12-hour period would represent an increase of less than 5% in the northbound flow (currently around 610 vehicles) and a per hour average of only 3 additional vehicles (over the 10 hours with no right-turn prohibition), which would be an insignificant contribution to the current traffic stream
- The 35 additional northbound vehicles on Barnett Street (north of Macaulay Road) over the 12-hour period would represent an increase of 11% in the northbound flow (currently around 320 vehicles) and a per hour average of only 3-4 additional vehicles (over the 10 hours with no right-turn prohibition), which would be an insignificant contribution to the current traffic stream
- The 103 additional northbound vehicles on Stubbs Street (north of Macaulay Road) over the 12-hour period would represent an increase of 2% in the northbound flow (currently around 4,600 vehicles) and a per hour average of only 9 additional vehicles, which would be an insignificant contribution to the current traffic stream
- The number of additional vehicles in the ‘expanded’ AM peak period would be 9 at Epsom Road, 3 at Bellair Street, 4 at Barnett Street and 12 at Stubbs Street – the additional 12 vehicles at Stubbs Street represent one additional vehicle every 5 minutes
- The number of additional vehicles in the “expanded” PM peak period would be 32 at Epsom Road, 3 at Bellair Street, 4 at Barnett Street and 41 at Stubbs Street – the additional 41 vehicles at Stubbs Street represent one additional vehicle every 1 minute and 30 seconds

The right turn prohibition from Macaulay Road into Rankins Road would have an even less significant impact on the road network under the more realistic “regional” redistribution scenario. The main findings for this scenario are as follows:

- The number of additional vehicles over the 12-hour period (7 am to 7 pm) would be 53 at Epsom Road, 28 at Bellair Street, 33 at Barnett Street and 55 at Stubbs Street. The remaining 72 vehicles would redistribute to Mount Alexander Road.
- The number of additional westbound vehicles on Macaulay Road (west of Rankins Road) over the 12-hour period would be 81 (the sum of the additional vehicles on Epsom Road and Bellair Street). These additional vehicles represent an increase of 1.5% in the westbound flow on Macaulay Road (currently around 5,226 vehicles) and a per hour average of only 7 additional vehicles, which would be “imperceptible” in the current traffic stream
- The 33 additional northbound vehicles on Barnett Street (north of Macaulay Road) over the 12-hour period would represent an increase of 10% in the northbound flow (currently around 320 vehicles) and a per hour average of only 3 additional vehicles (over the 10 hours with no right-turn prohibition), which would be an insignificant contribution to the current traffic stream

- The 55 additional northbound vehicles on Stubbs Street (north of Macaulay Road) over the 12-hour period would represent an increase of 1.2% in the northbound flow (currently around 4,600 vehicles) and a per hour average of only 5 additional vehicles, which would be an insignificant contribution to the current traffic stream
- The number of additional vehicles in the 'expanded' 3-hour AM peak period would be 6 at Epsom Road, 3 at Bellair Street, 4 at Barnett Street and 6 at Stubbs Street – the additional 6 vehicles at Epsom Road and Stubbs Street represent one additional vehicle every 10 minutes
- The number of additional vehicles in the 'expanded' 3-hour PM peak period would be 20 at Epsom Road, 3 at Bellair Street, 4 at Barnett Street and 22 at Stubbs Street – the additional 22 vehicles at Stubbs Street represent one additional vehicle every 3 minutes

4 Conclusions

The data presented in this study indicates that much of the traffic that currently turns right from Macaulay Road into Rankins Road has destinations beyond the most immediate local area. Therefore, in the event that a full-time right turn prohibition is introduced at the Macaulay Road / Rankins Road intersection, this traffic is likely to redistribute to the alternate arterial and collector road network. In other words, much of the right turning traffic is bound for destinations well north and west of Racecourse Road and the railway line. Accordingly, the estimated increase in traffic on residential streets near the Macaulay Road / Rankins Road intersection is forecast to be modest.

More specifically, the analysis shows that the proposed right turn prohibition from Macaulay Road into Rankins Road would have minimal impact on the operation of both the overall road network and the immediate surrounding area. Under the more conservative “local redistribution scenario” the analysis reveals that:

- The number of **additional vehicles** over the **12-hour period** (7 am to 7 pm) would be **75 at Epsom Road, 28 at Bellair Street, 35 at Barnett Street** and **103 at Stubbs Street**
- The number of **additional westbound vehicles** on **Macaulay Road** (west of Rankins Road) over the **12-hour period** would be **103**, which represents an “imperceptible” increase in the traffic stream
- The additional northbound vehicles on **Bellair Street, Barnett Street and Stubbs Street** over the 12-hour period also **represent an insignificant increase** to the existing traffic stream
- The highest additional AM and PM peak period traffic volume increase (over 3 hours) is forecast on Stubbs Street. This increase would only be in the order of around **one additional vehicle every 1.5 minutes at Stubbs Street** in the expanded 3-hour PM peak period (with lower volumes at the other streets) and significantly less at all sites in the expanded 3-hour AM peak – ranging from **one additional vehicle every 15 to 20 minutes at Barnett and Bellair Streets to one additional vehicle every 5 minutes at Stubbs Street.**

The right turn prohibition from Macaulay Road into Rankins Road would have an even less significant impact on the road network under the more realistic “regional” redistribution scenario. The main findings for this scenario are as follows:

- The number of **additional vehicles** over the **12-hour period** (7 am to 7 pm) would be **53 at Epsom Road, 28 at Bellair Street, 33 at Barnett Street** and **55 at Stubbs Street**
- The number of **additional westbound vehicles** on **Macaulay Road** over the **12-hour period** would be **81**, which would be an “imperceptible” increase in the traffic stream

In summary, this analysis has shown that much of the right turning traffic from Macaulay Road into Rankins Road is bound for destinations well north and west of Racecourse Road and the railway line. Accordingly, the estimated increase in traffic on residential streets near the Macaulay Road / Rankins Road intersection is forecast to be modest.

More particularly, it is expected that any increase in traffic in the immediate area is likely to be primarily associated with locally-generated traffic movements being reassigned for the concluding part of their journey. Specifically, it has been estimated that (as an absolute worst case scenario for a residential street in the local area to the east of the Macaulay Road / Rankins Road intersection) the maximum possible increase in traffic is likely to manifest itself on Barnett Street. The reason some motorists are likely to choose Barnett Street is that it is the first alternate route east of Rankins Road which would become “available” in the event of a right turn ban at from Macaulay Road into Rankins Road.

Nonetheless, even as a worst case scenario, the forecast **increase in traffic on Barnett Street** is estimated to be an exceptionally modest **35 vehicles over the busiest 12 hours** of the day (equivalent, on average, to an additional 1 vehicle using Barnett Street every 17 minutes during the 10 hours when right turn movements into Barnett Street are permitted). These forecasts are based on the body of evidence collected in the OD survey program which has provided conclusive intelligence with respect to motorists’ desired destinations. In fact there are strong indications from the OD survey to suggest that a part-regional redistribution of traffic may also occur to Mount Alexander Road – in which case the “conservative” 12-hour increase in traffic on Barnett Street of 35 vehicles is likely to be reduced to a lower volume of around 33 vehicles (equivalent, on average, to an additional 1 vehicle using Barnett Street every 18 minutes during the 10 hours when right turn movements into Barnett Street are permitted).

Even when taking into consideration the ‘expanded’ peak periods alone, the forecast increases on Barnett Street are likely to be insignificant – in the order of 4 vehicles in the 3-hour long AM peak period (1 additional vehicle every 45 minutes in the ‘expanded’ morning period) and 4 vehicles in the 3-hour long PM peak period (1 additional vehicle every 15 minutes in the hour during that period in which the right turn movement is allowed).