

Southbank Boulevard and Dodds Street Draft Concept Plan

18 July 2017

Presenter: Prof. Rob Adams, Director City Design and Projects

Purpose and background

1. The purpose of this report is to seek Future Melbourne Committee endorsement of the Southbank Boulevard and Dodds Street Draft Concept Plan.
2. Southbank is Melbourne's most densely populated suburb with a population of 20,000 residents and 45,000 workers. The current residential population is forecast to rise by 175 per cent in the next 15 years.
3. The creation of new public open space in Southbank by using Southbank Boulevard is a joint State Government and City of Melbourne initiative as outlined in the Southbank Structure Plan (2010), the Melbourne Arts Precinct Blueprint (2011) and Council's Open Space Strategy (2012). Pre-2001 traffic volumes of 40,000-50,000 vehicles per day have fallen sharply to a 2016 volume of 13,000 vehicles per day following the closure in 2001 at Queensbridge Square. Extensive site analysis including traffic modelling, traffic engineering, flood and soil analysis, solar access mapping, and extensive discussions with all property owners in 2014-15 demonstrated that Southbank Boulevard and Dodds Street could be used to create up to 2.5 hectares of public open space.
4. The Draft Concept Plan has been shaped and informed by community engagement. A three phase community engagement plan including key stakeholders and traditional owners plan was prepared in 2014. Phase one engagement took place in November 2015 followed by phase two in September 2016. Following the last phase of community engagement, it was agreed that a Southbank Boulevard and Dodds Street Draft Concept Plan would be displayed in 2017.

Key issues

5. Implementation of the Draft Concept Plan will also see the creation of 1.05 km of new separated bicycle lanes and improved public transport facilities (refer Attachment 2).
6. A draft traffic layout to demonstrate how the existing road could be reconfigured to create new public open space was first prepared and displayed to the community in 2015 and then in 2016. Since that time, a final traffic layout (refer Attachment 3) has been completed in conjunction with property owners, Vic Roads, Transport for Victoria, and Yarra Trams. Three changes have been made to the final traffic layout:
 - 6.1. Three existing tram stops will be consolidated into one central stop at the Sturt Street/Southbank Boulevard intersection – on Sturt Street.
 - 6.2. The inclusion of dedicated and separated 2 metre wide bicycle lanes.
 - 6.3. The reduction of the dual left turn lanes at the St Kilda Road/Southbank Boulevard intersection to a single lane.
7. Proposed changes to car parking include a reduction in Southbank Boulevard (43 to 11), Dodds Street (49 to 6) with an increase on Sturt Street (9 to 14). This translates to a total revenue loss from metered car parking of \$240,000 per annum. Car parking modelling and discussions with stakeholders to determine loading and access requirements have occurred and will see minimal disruption.
8. It is planned to undertake construction in three stages (refer Attachment 4)
9. A statutory public notice process under the *Local Government Act 1989* proposing to discontinue sections of Southbank Boulevard and Dodds Street to create new public open space, will shortly commence.

Recommendation from management

10. That the Future Melbourne Committee:
 - 10.1. endorses the Southbank Boulevard and Dodds Street Draft Concept Plan.
 - 10.2. authorises the Director City Design and Projects to make any necessary alterations to the draft concept Plan prior to final documentation.

Attachments:

1. Supporting Attachment (Page 3 of 6)
2. Draft Concept Plan, Ten Actions and Project Deliverables (Page 4 of 6)
3. Traffic Layout (Page 5 of 6)
4. Construction Program (Page 6 of 6)

Supporting Attachment

Legal

1. Where a Council proposed to discontinue a road under clause 3 of schedule 10 of the *Local Government Act 1989* (the Act) sections 207A(a) and 223 of the Act require it give public notice of the proposal, invite submissions and consider all submissions received prior to making its final decision.

Finance

2. The estimated cost to implement the recommendations of the Southbank Boulevard and Dodds Street Concept Plan is \$34 million. Funding for construction of the project comes from the following sources:
 - 2.1 2017-2018 budget allocation of \$8 million from Council's Open Space Fund.
 - 2.2 Section 173 contribution of \$3.71 million from the Australia 108 development
 - 2.3 Section 173 contribution of \$5 million from 1 Queens Bridge Street development
 - 2.4 Future budget bids from Council's Open Space Fund to complete this project are nominated in the Council Four-year Budget Plan.
3. Proposed changes to car parking, including a reduction in Southbank Boulevard (43 to 11), Dodds Street (49 to 6) with an increase on Sturt Street (9 to 14), will translate to a total revenue loss from metered car parking of \$240,000 per annum - \$94,000 from Southbank Boulevard and \$146,000 from Dodds Street.

Conflict of interest

4. 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

5. Extensive consultation was undertaken with property owners, key institutional stakeholders and state authorities during the preparation of the Southbank Boulevard and Dodds Street Concept Plan. Formal approval for proposed changes to traffic and public transport infrastructure was obtained from Vic Roads, Public Transport Victoria and Yarra Trams.

Relation to Council policy

6. The Southbank Boulevard and Dodds Street project is consistent with the following Council Policies and Strategies:
 - 5.1 Southbank Structure Plan
 - 5.2 Open Space Strategy
 - 5.3 Urban Forest Strategy
 - 5.4 Future Melbourne Community Plan
 - 5.5 Melbourne for all People Strategy
 - 5.6 Public Art Framework
 - 5.7 Reconciliation Action Plan

Environmental sustainability

7. The proposal will enable Council to meet its Urban Forest Strategy objectives of providing a 40 per cent canopy cover and improving diversity through using surplus road capacity on Southbank Boulevard and Dodds Street to create new public open space.



CONNECTIVITY



REDUCED

pedestrian crossing distances across roads due to reduced traffic lane widths



4 SLIP LANES REMOVED for improved safety and increased pedestrian connectivity



1.05 KM

of new on-road bicycle lanes



UPGRADED

and consolidated tram stop and bus stops



40 KM

per hour vehicle speed along Southbank Boulevard and surrounding streets

ECONOMIC



Opportunities for new and invigorated street activation

ECOLOGICAL



TREES

planted throughout the public realm, with seasonal variation and year-round interest



WATER

sensitive urban design elements including possible water capture, retention and potential flood mitigation



40 PER CENT

tree canopy cover in line with the Urban Forest Strategy

CULTURAL & SOCIAL



2.5 HA

of public realm creating diverse and new areas for residents, workers & visitors



CELEBRATE

the past history of the site and change that has happened over time



CONNECTING

the Yarra river to Domain Parklands



ARTS

enhancing the heart of the arts precinct



A PROJECT OF ITS TIME

by considering & responding to the rapid change & development in Southbank

FUNCTIONAL LAYOUT UPDATE (ST KILDA ROAD TO MOORE STREET)

1. Tram stop location
2. Reduction of dual left turn lane to single turn at St Kilda Road/Southbank Boulevard intersection
3. Raising level of tram tracks (150mm) to provide complete separation and potential for grassed tracks



