



# **Ordinary Meeting of Council Minutes**

**held on Tuesday 19 May 2020 at 7.02pm  
via TEAMS**

**[www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)**

## 1. Acknowledgement of Country

*“Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.*

*We acknowledge their creator spirit Bunjil, their ancestors and their Elders.*

*We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.*

*We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.*

*We pay our respects to Elders from all nations here today—and to their Elders past, present and future.”*

## 2. Attendance, apologies and requests for leave of absence

### Attendance

#### Councillors

- Cr Misha Coleman (Mayor)
- Cr Mi-Lin Chen Yi Mei (Deputy Mayor)
- Cr Danae Bosler
- Cr Jackie Fristacky
- Cr Stephen Jolly
- Cr Bridgid O’Brien
- Cr James Searle
- Cr Amanda Stone

#### Council officers

- Vijaya Vaidyanath (Chief Executive Officer)
- Ivan Gilbert (Group Manager – Chief Executive’s Office)
- Lucas Gosling (Director - Community Wellbeing)
- Gracie Karabinis (Group Manager – People, Culture and Community)
- Chris Leivers (Director – City Works and Assets)
- Diarmuid McAlary (Director - Corporate, Business and Finance)
- Bruce Phillips (Director - Planning and Place Making)
- Rhys Thomas (Senior Governance Advisor)
- Mel Nikou (Governance Officer)

#### Apology

- Cr Daniel Nguyen

## 3. Declarations of conflict of interest (Councillors and staff)

Nil

## 4. Confidential business reports

### Item

#### 4.1 Tender Report C1527 Printing Services City of Yarra

*This item was considered in closed session to allow consideration of private commercial information, being information provided by a business, commercial or financial undertaking that relates to trade secrets or if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.*

*These grounds are applicable because the report contains information submitted by businesses on a commercial in confidence basis as part of a tender process.*

## Confidential business reports

The following items were deemed by the Chief Executive Officer to be suitable for consideration in closed session in accordance with section 66(2)(a) of the Local Government Act 2020. In accordance with that Act, Council may resolve to consider these issues in open or closed session.

### COUNCIL RESOLUTION

**Moved:** Councillor Searle

**Seconded:** Councillor Chen Yi Mei

1. That the meeting be closed to members of the public, in accordance with section 66(2)(a) of the *Local Government Act 2020*, to allow consideration of: private commercial information, being information provided by a business, commercial or financial undertaking that relates to trade secrets or if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage

**CARRIED**

Following consideration of Confidential business, the meeting resumed in open session.

## 5. Confirmation of minutes

### COUNCIL RESOLUTION

**Moved:** Councillor Stone

**Seconded:** Councillor Jolly

That the minutes of the Ordinary Council Meeting held on Tuesday 5 May 2020 be confirmed.

**CARRIED**

### COUNCIL RESOLUTION (PROCEDURAL)

**Moved:** Councillor Coleman

**Seconded:** Councillor Fristacky

1. That:
  - (a) in order to resume voting by show of hands, Council resume Clauses 127 to 131 of the Yarra City Council Meeting Procedures Local Law; and
  - (b) all other standing orders suspended by Council's motion of 5 May 2020 remain suspended for all virtual meetings held in accordance with Part 12 of the Local Government Act 2020.

**CARRIED**

## 6. Petitions and joint letters

Nil

## 7. Public question time

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Nil

## 6. Petitions and joint letters

Nil

## 7. Public question time

This record is provided as a summary of the questions asked by members of the public during Public Question Time at a meeting of the Yarra City Council. A recording of the Council Meeting (including Public Question Time) is available on Council's website for twelve months following the meeting. Where a question is taken on notice and unable to be answered at the meeting, the full response is also published on Council's website when it becomes available.

### 7.1 Jeremy Lawrence - Pricing Policy

Questions:

When will Council apply Council's adopted Pricing Policy 2019 to the provision of on-street parking services, including the pricing of parking permits and parking meters?

If Council chooses not to apply Council's adopted Pricing Policy 2019 to the provision of on-street parking services, will Council publish the revenue foregone in future annual budget documents, showing it as a subsidy or tax expenditure?

Response:

*The Director Corporate Business and Finance advised the following:*

*Our pricing policy has rolled out gradually as we discussed when we put it to Council late last year. There are no immediate plans to overlay the policy to parking permits and meters. Mr Lawrence is aware and I know he has a deep interest in parking but parking fees are a complex matter involving space allocation principles, supply and demand and affordability and equity are also important considerations. With parking meters, Councillors would be aware, we are continuing to look at options of variable pricing on various commercial strips which may in some instances decrease the cost of parking at meters and in other cases may raise it. We are going to base that largely on assessment of occupancy rates and also assessing on options to increase and improve our data collection because it is actually better data collection that will help us better assess the costs of paid parking.*

*Mr Lawrence is making an assumption that parking charges would be increased under the application of the pricing policy. In any event we would not publish potentially hypothetical amounts forgone as subsidies or tax expenditure. We will continue to report all of our financials that come in line with normal accounting standards and VAGO requirements.*

### 7.2 Zeena Toohey - Parking Permits

Question:

As part of our DA we were not allowed to get any visitor or resident's parking permit. Now that we live in our new home we are finding this to be very, very difficult. I had an accident which forced my daughter to move in with us to look after me after I was released from hospital. Parking was a huge issue. Then coming to realise that when our friends or relatives come to visit to have lunch with us they are restricted to the two hour limit. Again it makes this quite upsetting and anxious moment rather than for it to be an enjoyable social gathering. So we would like to urge you to reconsider

your position about this matter. We urge you to consider our plea to grant us permission to apply and get ONE visitor's permit. Bearing in mind that if this is granted it will only be used casually when needed.

*Response:*

*The Director Corporate Business and Finance advised the following:*

*Ms Toohey is not eligible for parking permits under the permit policy from 10 December 2003 rule, which would have been clear at the time she purchased or rented the property and if that is the case officers have likely little to no discretion to actually issue a permit. Having said that, officers will certainly contact Ms Toohey directly to discuss her situation further and assess whether there are any options. Again, it's hard to tell from the circumstances of the question, but there may be potential for a temporary disability or similar permit like that depending on Ms Toohey's circumstances at the moment and particularly if health issues are still a consideration.*

### 7.3 Andrew Andrikopoulos – Council's Tree Roots

*Question:*

At Council's request, I provided several reports, including a report from a Geotechnical Engineer (one of Australia's leading soil experts) who discovered Council tree roots through a bore hole test in my front yard, which are causing damage to the front section of my house each summer. I have asked the Council on multiple occasions to install a root barrier across the front of my property to ensure the Council's tree roots no longer intrude into my property and cause further damage. Council Arborist Paul Whitten and his colleague Glen Moore have dismissed the Geotechnical Engineer's findings and recommendations and concluded that no root barrier is required across the front of my property. The Geotechnical Engineer's report included photographic evidence of the Council's tree roots in my property. As no trees exist in my property with only council trees nearby, it is clear that the intrusion of the council's tree roots have found their way around the barrier on the side of my house and entered through the front of my property. I please ask that the Council ask another arborist to read the Geotechnical Engineer's report for their opinion on this matter. At this point, I have no intention of seeking compensation for damage to my house, nor do I want to take legal action against the Council. I simply ask that the root barrier be installed to prevent further damage. Please help.

*Response:*

*The Director City Works and Assets advised the following:*

*Officers have been in contact with the submitter and provided the following advice in February and again last week. Councils Arborist has reviewed all the documentation provided and inspected the property using the MAV Tree Root Risk Assessment template. The arborist inspected both the northern and western frontages of the property. Their assessment and advice is that there is a root barrier in place to the northern side of the property, and the inspection confirmed no breach of this root barrier. The arborist has considered the request for a tree root barrier to the western boundary of the property, and does not believe this is necessary or warranted.*



#### 7.4 Angela Merriam – Native Garden at Quarry Park

**Question:**

I would like to ask about potential plans to create a native garden at the Quarry Park, by the Merri Creek labyrinth. I've heard through the grapevine that this is something a few people have proposed and I would love to see this happen!

**Response:**

*The Director City Works and Assets advised the following:*

*Creating native garden beds at the Merri Creek labyrinth was not identified as a priority for Quarries Park in the Draft Yarra Open Space Strategy and therefore no plans exist to install formal native garden beds in this area.*

*However, there is a plan to restore local native vegetation between Hall Reserve and Ramsden Reserve over the next 5 plus years; by partnering with the local community Council will seek to improve the natural bushland character and biodiversity values of the Merri Creek. This includes revegetating the open space that surrounds the labyrinth to recreate original vegetation for communities.*

#### 7.5 Branwell Travers – COVID-19 and Transport Systems

**Question:**

My question is in relation to COVID-19 and transport in the City of Yarra.

The Covid-19 pandemic has caused an enormous disruption in our transport systems. With a dramatic decline in overall trips, people abandoning public transport and increases in localised walking and cycling.

In response to this disruption, cities around the world (London, Paris, Auckland, Berlin, Sydney to name a few) are taking fast action to create more room for cyclists and pedestrians during the pandemic. Implementing quick-to-build projects like expanded footpaths and protected bike lanes using low-cost interventions such as line markings and temporary barriers.

The City of Melbourne has already announced plans to deliver 12 kilometres of new temporary bike lanes and extend of footpaths. While this is great for the residents of the City of Melbourne action is needed here locally.

This is an instance where local councils, as the level of government closest to the community, is well placed to act in an agile and responsive manner at an unprecedented moment in history when time is of the essence.

What planning, and more importantly action, is Council undertaking to respond to the transport disruption caused as a result of the Covid-19 pandemic? Has council undertaken planning work to identify a range of potential quick-to-build projects across all of Yarra to improve walking and cycling in the wake of the pandemic?

**Response:**

*The Director Planning and Place Making responded to both this question and question 7.6 in the combined response below.*

## 7.6 Geoff Golden – Cycling and Walking

### Question:

YCAN has long advocated for policies and infrastructure that encourage greater uptake of cycling and walking by preferencing active transport options over cars. We have principally pushed this agenda because it will be critical to a safe climate future, though there are also substantial dividends for the community's wellbeing. These co-benefits have been highlighted from an unexpected angle during the COVID-19 pandemic. People are seeking alternatives to cramped public transport, seeking to do something positive for their health and enjoying safer roads and cleaner air. Bikes sales in April were double that of the equivalent month last year. We have glimpsed an alternative future, and these changed patterns of behaviour could be sustained even after the acute risks posed by the COVID-19 virus have passed. However, there is a role for local governments to support the community to embed these changes and to manage the risk that many will default to the car to avoid mass transit. Many cities around the world are responding to this opportunity by investing in sustainable transport – sweeping expansions of bike lanes, wider footpaths, lower speed limits, removing car spaces. City of Melbourne has recently announced 12 kilometres of new temporary bike lanes (for fast rollout, with the potential to make them permanent) and removal of car parks to widen footpaths.

How will Council adjust their active transport strategy in the short term to realise the opportunity to support the community to 'lock-in' changed routines that involve substantially more walking and cycling?

### Response:

*The Director Planning and Place Making advised the following:*

*There is a working group of Council officers that are working on the matter from Strategic Transport, Active Transport and other areas. We are certainly working on some criteria of where some public space in the municipality could be used differently to respond to the changed behaviours in the community as a result of the current COVID-19 impacts and that is in particular to the movement of people as it relates to transport, pedestrians, cycling and access to public transport. Also noted in the submitter's comments, the virus has dramatically changed transport behaviours and needs to the community and this includes how people move around. Officers are looking at that and local government capacity of how we can respond in the short, medium and long term. It is a complex matter as it involves a number of aspects; footpaths, road spaces, parking and other matters and sometimes quite sensitive in terms of different stake holders and different perspectives. So that's all been looked at, there's a criteria been worked on and certainly opportunities that could vary from scale and timeframe. Officers are certainly aware of what Melbourne and other international cities are doing. There is a report coming to Council in the next couple of weeks. A number of criteria that might be useful to mention for Councillors benefit are social distancing, avoiding transfer of the virus by touching certain elements, parking management, roadside safety aspects, exercise opportunities and business viability. I am also pleased to say that the Elizabeth Street separated bike lane pilot and trial project from Hoddle Street to Church Street should be able to commence in the next four to six weeks.*

*The Director City Works and Assets also advised that it is a joint effort between a number of teams and there is a fair bit of work to do to consider all of the different options. Councillors would be aware there was a resolution passed at the last Council meeting for officers to return with a formal report to Council on some of the*

*options and I did mention last fortnight that there are things that can happen in the short term, medium term and the longer term and they are the things we are working on so some of the medium and longer term things will be reported back to Council in that formal report. There may be things that we are able to do in the short term; that includes putting things in place to support social distancing around some pinch points outside of shops i.e. cafes, supermarkets etc. where there is a bit of queuing and not enough space on the footpath to accommodate that. We are working on some routes around the city that encourage physical activity and support physical activity like walking and running routes and put things around certain routes i.e. appropriate lighting.*

#### 7.7 Edward Crossland - Planting of Street Trees on the footpath on Canning, Newry and Drummond Streets

The proposed planting will reduce the footpath from 3.5m to 2.1m, which will be further narrowed with the emergence of tripping hazards in future. 2.7m is the minimum to accommodate physical distancing.

This will undermine or is completely at odds with:

- Access and Inclusion Strategy
- Active and Healthy Ageing in Yarra Strategy
- Encouraging Walking Strategy
- Draft Climate Emergency Plan
- Urban Forest Strategy – indicates the best place for a tree is in road.

Nor has a place making approach has been applied.

If planted in the road, the impact to parking would be minimal - to collectively maintain 2.9km of unobstructed footpath on both sides – that's pretty great. If coordinated with the reallocation of 'no standing areas', the impact to parking would be further reduced or mitigated.

My question is, could Council please:

- Amend the location of street trees as part of the tree planting program from in footpath to in road for Newry, Canning, and Drummond Streets, and include as part of LAPM Carlton North works.
- Review projects/ programs for possible impact to footpath capacity, the ability to socially distance, and amend the program/ works and means of delivery to mitigate this.
- Establish a 'One Yarra', fully integrated approach to LAPMs, to facilitate genuine place making projects.

*Response:*

*The Director Planning and Place Making advised the following:*

*The officers had looked at that in terms of planting trees in the road space and my understanding is that only five trees could be possible without the requirement of the removal of car parking. Removal of parking is obviously always quite sensitive so while the officers have looked at more of a sequence of trees planted in the footpath which is not uncommon I do understand the submitters comments about the 1.5 meters space and that is certainly a topic in the current COVID situation. 1.5 meter clear space of the footpath is normally ample space for people to pass. It is certainly under the urban forest strategy to try and provide as many trees as possible. The*

*trees that are proposed to be planted would grow 8 meters in height. So staff and the landscape architects teams have looked at what would be an appropriate tree species in the street rather than something that could grow too large. Happy to take the question on notice to further speak with staff.*

## 8. Delegates' reports

### 8.1 Councillor Searle - Municipal Association of Victoria (MAV)

|                                |  |
|--------------------------------|--|
| <b>Committee</b>               | Municipal Association of Victoria (MAV)          |
| <b>Appointed Councillors</b>   | Cr James Searle (Cr Jackie Fristacky substitute) |
| <b>Date of Council Meeting</b> | 19 May 2020                                      |
| <b>Date of Report</b>          | 17 May 2020                                      |
| <b>Report Author</b>           | Cr James Searle                                  |

#### DELEGATES REPORT

Ordinarily there would have been an MAV State Council meeting in May however this was cancelled due to the COVID-19 crisis. This delegate's report is therefore only for the two meetings of Metropolitan Central Region MAV delegates, Mayors and CEO's held so far in 2020.

#### Friday 17 April 2020 MAV Central Metropolitan Region Meeting

MAV's Metropolitan Central region board member Cr Rohan Leppert (City of Melbourne) hosts 6-monthly regional meetings. Councillors and officers from Melbourne, Yarra, Darebin, Moreland and Port Phillip were in attendance. Myself, Cr Fristacky and the CEO were in attendance from Yarra.

Much of the discussion centred around COVID-19. Councils shared their responses to the crisis and MAV President Coral Ross spoke about MAV's advocacy on behalf of the sector.

The timing of the 2020 Local Government election was discussed and the President shared some details about the MAV's sector consultation on election timing. MAV delegates and Mayors strongly felt that the report considered by the MAV board should be shared with the sector and the Minister however the MAV board had decided not to do this. MAV's position is that the 2020 elections should be deferred by 12 months.

At the meeting it was decided that during the COVID-19 crisis Central Metropolitan Region MAV delegates would meet more regularly and more informally than the current six-monthly schedule in order to exchange information and discuss common issues.

#### Friday 15 May 2020 MAV Central Metropolitan Region informal meeting

A more informal meeting than the usual Central Metropolitan Region meetings was held with Councillors and officers from Melbourne, Yarra, Darebin, Moreland and Port Phillip in attendance. The CEO and I were in attendance from Yarra.

MAV President Coral Ross provided an update which included:

- (a) MAV's recent discussions with the Local Government Minister;

- (b) Recent advocacy by LG Women's groups to the Minister on election timing (noting the anecdotal feedback from these groups that the number of women interested in running for election before the COVID-19 crisis has dramatically decreased);
- (c) the changing gender balance on Councils among the states and the fact that Victoria is falling behind compared to other states
- (d) the changes of some municipalities to single member wards for the 2020 election and the short period of time given to respond to advise on ward names and boundaries;
- (e) Local Government exclusions from the JobKeeper program and their impact on child-care and other council functions;
- (f) the State Government's rating review not being public until later this year; and
- (g) MAV communications approaches, including proposed Council fact sheets and lobbying to Parliamentarians;

Councillors and officers in attendance updated others on their municipal responses to COVID-19. All in attendance agreed that there needed to be strong advocacy for government support for local government run child-care services due to the huge financial losses currently being experienced.

## **COUNCIL RESOLUTION**

**Moved:** Councillor Searle

**Seconded:** Councillor Fristacky

1. That Council:

- (a) note this Delegates Report; and
- (b) authorise officers to continue work with MAV to strengthen its advocacy on the goals shared by MAV & Yarra, particularly with regard to State and Federal government support for local government run child-care services.

**CARRIED**

## **9. General Business**

Nil

## **10. Questions without notice**

This record is provided as a summary of the questions asked by members of the public during Public Question Time at a meeting of the Yarra City Council. A recording of the Council Meeting (including Questions Without Notice) is available on Council's website for twelve months following the meeting. Where a question is taken on notice and unable to be answered at the meeting, the full response is also published on Council's website when it becomes available.

10.1 Councillor Searle - Property at 107 Coppin Street, Richmond re Heritage

Question:

I understand that a demolition permit has now been required by the developer who has a development plan for this site. Can we have an update on what the process is next and what avenues if any there are to stop the demolition of this historic property?

Response:

*The Director Planning and Place Making advised that in relation to this particular property it does have a planning permit for seven dwellings and that was the direction following a VCAT decision back in January 2019. As Councillor Searle has indicated the proponent is now certainly seeking a demolition permit from a private building surveyor and just for the benefit of Councillors there is a section in the building act, called a section 29A and that is where a private building surveyor provides a formal request of the Council whether there is any heritage controls on the site that would avoid a demolition permit being issued. There is no heritage controls on this site, there was a previous request from the Heritage Victoria Director from an interim heritage order middle of last year and that was not successful. Heritage Victoria did not give that approval. So at the moment the situation is that there is no heritage controls on the site and the office does need to give clearance to the private building surveyor under that section 29A so the officers will be responding to the private building surveyor saying there is no heritage controls on the site so there is nothing else the Council can do.*

10.2 Councillor Stone - Property at 107 Coppin Street, Richmond re Heritage

Question:

This property was recommended for individually significant grading in the original heritage study that lead to a proposed heritage overlay in Coppin Street, it's one of the earlier dairies in Richmond and it's going to be demolished. When that work was done there would have been documentation of it. Is there any way that the Council can ensure that that is retained? Whenever something of heritage significance is demolished we try and require some kind of documentation. We can't do it in this case but it did occur as part of the recommendation to Council that it be heritage listed originally which Council chose not to do. Is that information available so that it can be made available to heritage groups and elsewhere?

Response:

*The Director Planning and Place Making advised that information would be available and certainly happy to require staff to relocate that and have that in the Council records and provide it to the Richmond Heritage Society.*

### 10.3 Councillor Fristacky - Clarity of Public Question Time

**Question:**

A submitter advised that there was no guidance about what can and can't go into a question when you go to the link on the agenda page and to be told that you need to go to another page about Council meetings to find out.

When there is written questions this raises issues and when you look at item 7 on public question time on the first page it says it's an opportunity to ask questions and not a time to make statements etc. It doesn't actually say that you can't ask a question about an item on the agenda, there is a reference there if you wish to raise matters in relation to an item on the agenda Council will consider submissions on these items in conduction to debate which shouldn't really be under question time. I think this is confusing to the public.

Can these things be clarified in the papers so members of the public aren't confused about what the rules are on submitting questions?

**Response:**

*The Group Manager Chief Executive's Office took the question on notice.*

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**11.1 Proposed 2020/21 Budget, Strategic Resource Plan 2020/21 to 2023/24 and Long Term Financial Strategy 2020/21 to 2029/30 Adoption in Principle**

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Trim Record Number: D20/81481

Responsible Officer: Director Corporate, Business and Finance

**RECOMMENDATION**

1. That Council:

- (a) adopt the Proposed Budget 2020/21 as the budget prepared for the purpose of sections 126 and 127 (1) of the Local Government Act 1989 (the Act);
- (b) authorises the Chief Executive Officer to:
  - (i) give public notice of the preparation of the Proposed Budget, in accordance with sections 129(1) and 223 of the Act and Part 3 of the Local Government (Planning and Reporting) Regulations 2014; and
  - (ii) make the Proposed Budget, Strategic Resource Plan and Long Term Financial Strategy available for public inspection in accordance with Section 129 of the Act;
- (c) hears submissions received on the Proposed Budget at the Special Council Meeting to be held Thursday 16 July 2020 pursuant to Section 223 of the Act;
- (d) considers submissions received on the Proposed Budget at the Ordinary Council Meeting to be held Tuesday 4 August 2020 pursuant to Section 223 of the Act; and
- (e) resolves to consider for adoption the Proposed Budget and Long Term Financial Strategy, with or without modification, at the Council meeting to be held on Tuesday 4 August 2020.



## COUNCIL RESOLUTION

**Moved:** Councillor Coleman

**Seconded:** Councillor Stone

1. That Council:

- (a) adopt the Proposed Budget 2020/21 as the budget prepared for the purpose of sections 126 and 127 (1) of the Local Government Act 1989 (the Act);
- (b) authorises the Chief Executive Officer to:
  - (i) give public notice of the preparation of the Proposed Budget, in accordance with sections 129(1) and 223 of the Act and Part 3 of the Local Government (Planning and Reporting) Regulations 2014; and
  - (ii) make the Proposed Budget, Strategic Resource Plan and Long Term Financial Strategy available for public inspection in accordance with Section 129 of the Act;
- (c) hears submissions received on the Proposed Budget at the Special Council Meeting to be held Thursday 16 July 2020 pursuant to Section 223 of the Act;
- (d) considers submissions received on the Proposed Budget at the Ordinary Council Meeting to be held Tuesday 4 August 2020 pursuant to Section 223 of the Act; and
- (e) resolves to consider for adoption the Proposed Budget and Long Term Financial Strategy, with or without modification, at the Council meeting to be held on Tuesday 4 August 2020.

**CARRIED UNANIMOUSLY**

*The Mayor adjourned the meeting at 8.12pm*

*The meeting resumed at 8.18pm*

## 11.2 Scotchmer LAPM 3 - Proposed Access Restriction Proposals

Reference: D20/79096

Authoriser: Director City Works and Assets

### RECOMMENDATION

1. That Council:
  - (a) note the contents of this report;
  - (b) determine that Council does not continue with the formal process to restrict access at Holden Street, between Brunswick Street North and Dean Street;
  - (c) subject to not proceeding with the median island trial on Holden Street, make the trial right turn ban from Holden Street to Brunswick Street North in the morning and evening peaks permanent;
  - (d) determine that Council does not continue with the formal process to restrict access at Miller Street, between Rae Street and White Street;
  - (e) determine that Council continues with the process of closing the laneway west of Rae Street, between York Street and Alexandra Parade, and start the process of seeking formal feedback on the proposal from the community in accordance with Section 223 of the *Local Government Act 1989*;
  - (f) determine that Council engage a consultant to undertake further analysis on the part closure proposal at Rae Street/Alexandra Parade and resubmit it to DoT for assessment;
  - (g) subject to a favourable response from DoT on the part closure proposal at Rae Street/Alexandra Parade, Council Officers start the process of seeking formal feedback on this from the community in accordance with Section 223 of the *Local Government Act 1989*; and
  - (h) determine that Council Officers present the results of the community consultation and any other representations to Council for a final decision on whether to implement the access restriction proposals at the laneway west of Rae Street and Rae Street/Alexandra Parade.

*A number of submissions were lodged ahead of the meeting by members of the public, and were provided to all Councillors ahead of the meeting. The Mayor tabled the submissions and asked that they be included in the minutes of the meeting.*

#### Submissions

| Name                          | Submission   |
|-------------------------------|--|
| Sally Todaro<br>Fitzroy North | The median strip trial disregarded the opinion of locals who took part in the consultation process for the LAPM in good faith. The overwhelming negative feedback of residents was disregarded without consideration. • It will become virtually impossible to travel from my property (on the north side of Holden St) to enjoy my local amenities. I will be forced to travel down the main arterials of St Georges and Nicholson streets (and undertaking dangerous right hand turns into these roads at minor side streets). • The local roads where council is seeking a traffic reduction (Brunswick St North, White and Rae streets) are in fact quiet and peaceful during the day and on weekends. Other 'calming' measures can be implemented in order to combat traffic during peak hours. • The Department of Transport has highlighted the adverse impacts of this plan on public transport, side street diversions and increased safety issues for increased local traffic using intersections with no lights/arrows. The amenity of my area will be greatly reduced by this median trial – and I do not believe it is the answer to any perceived 'rush hour' problem and will isolate those living north of Holden Street. The question I would like to |

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|                                  | pose of the Councillors at the council meeting on 19th May is 'Why is the council not implementing the other 'traffic calming' measures outlined in the LAPM prior to considering the median strip trial?'   |
| Gaby Chapman<br>Fitzroy North    | I have serious safety concerns about trialling a median strip to stop traffic turning right at the end of Rae Street onto Miller Street. Merri Creek Primary is located on Miller Street, and there will now be no western street access from the south within our pocket to Merri Creek Primary. Traffic will either have to divert all along Taylor Street, to Glenlyon Road and back along King Streets and May Street to get to school if required, or - more likely - cut through on Clauscen Street from one of the two laneways between Clauscen Street and Miller Streets. North Fitzroy Childcare Coop is on the end of one laneway, which many pedestrians (children and their parents use) to get to Co-op, and Merri Creek PS on the end of the other, again used by a lot of foot traffic. The inevitable result of closing off the top of Rae Street/Miller to a right hand turn will be traffic travelling along these laneways at the same time as children and parents are walking down them and creating a serious safety hazard. I have lived on the street for many years and my children have attended both Co-op and MCPS, so I am well aware of the volume of pedestrians using the laneways. If the issue is people doing a turn into White Street, from Miller, then use some mechanism to stop that, but blocking the right hand turn will be detrimental to the safety of pedestrians on these laneways.  |
| Michael Doherty<br>Melbourne     | Since the survey, independent reports have been commissioned that at the very least call for a review of the proposed changes on the grounds of safety, delays and traffic volumes forecasted. Re Rae & Miller Street intersection. When surveyed I specifically called out the dangerous situation that this would create at intersection of Taylor and Miller St. The entry from Taylor North to Miller is low and traffic approaching from the Nicholson St end of Miller is not visible. Both sides of Taylor St are foot crossings of Miller St which is used extensively by the primary school children in mornings and afternoons along with being key access points to and from the Nicholson St Tram stop. At present it is a dangerous intersection and now the changes proposed will increase the danger level by ensuring that Taylor / Miller St intersection is now the main thoroughfare for traffic as it would be required to take the combined traffic of the present movements and that of the Rae / Miller St movements. I am not supportive of creating problems elsewhere such as delayed buses on Holden and Miller St, banked up traffic on Holden St and Brunswick Rd in both directions in peak hours, increased danger at the Miller and Nicholson St intersection by increasing the volume of traffic, enabling increased volumes through single intersections such as Taylor / Miller St's, prioritizing walk ways and bike ways that are inconsistent with the current, well learned laws of the road. |
| Vicky Westwood<br>Fitzroy North  | I honestly believe this is a wrong decision. It will be very inconvenient for everyone living and visiting in Brunswick Street Nth. It will also put too much pressure on the right hand turn lane on Brunswick Rd and Nicholson which will cause a large bank up of traffic. Also Scotchmer and Reid which are already extremely busy will become blocked and dangerous. We do not need any more traffic in Scotchmer Street especially at the North Fitzroy village area where the young and the old are walking and shopping.   |
| Nina Pavlic<br>Fitzroy North     | There's far too much traffic including trucks using Brunswick Street North as a thoroughfare. I would suggest Stopping traffic being able to access Brunswick Street North from St Georges Road. I cannot see a reason why not?  |
| Bianca Bortolin<br>Fitzroy North | The decision regarding Holden Street median was unexpected and made at the last minute, and disregarded: - the extensive LAPM engagement and consultation process - the response and overwhelming feedback by the community - expert advice from O'Brien's and City of Yarra's Traffic team. - Many residents living in Moreland, some only meters from proposed Miller Street median, were not consulted but will be greatly impacted by this decision. - Experts have stated that medians will only divert traffic onto other local streets. - DOT report to City of Yarra does not support the trial of either median, highlighting that such measures will adversely impact on public transport and surrounding streets. - There will be significant delays for trams in Nicholson St and St George's Road and the bus network on Holden Street (Route 250 and 251) and Miller Street( Route 506). - Department of Transport also highlighted safety issues for increased local traffic. turning at unsignalized intersections of Miller Street and St. George's Road and Miller Street and Nicholson Street. - I do not understand why the Council would not do all the traffic calming measures before considering hard barriers.  |

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| Mandy Welland<br>Fitzroy North   | The DoT has not endorsed this trial so I'm unsure why council still wants to go ahead. Putting in a median island will effectively cut North Fitzroy in half, anyone living south of Holden St will be forced to detour along Nicholson St or St Georges Rd to access their home. There is no dedicated right hand turn signal at Holden and St Georges Rd, I believe this will cause accidents as it's already a major intersection that regularly see's cars congested and turning on a red light. It will also delay any emergency service vehicles needing to access the south area of Holden St. I do not support this.   |
| Sue Peirce<br>Fitzroy Nth        | I think the medians to prevent some traffic movements could have benefits to residents in these areas. My observation is the time limited turn from Holden to Brunswick Street, has for the large part been ignored. My main concern is the speed of traffic in Holden Street. Although signed as 40k, this is generally not observed, the turning movements do slow traffic when the speed restriction is ignored. I live in Holden St and safe access from our apartment block garage to Holden St depends on traffic calming - 60k is too fast- but without better signing or monitoring motorists do not comply.   |
| Cathy Stone<br>Fitzroy North     | I have been advocating for the closure of Rae Street for over 20 years. So many cars speeding and doing illegal moves down our street. My son has been hit by a car twice in his 17 years (thankfully no major damage). Collectively as neighbours we have sent video footage to Council and Police of cars driving down the wrong side of the street, entering the roundabout (at Rae and York) the wrong way to rat run down the alley way. Council have advised it's a police issue, Police advise they don't have resources to deal with it. Every weekday morning (Covid-19 excepted), we see near misses of people and bikes crossing the roads and nearly being hit by cars going the wrong way down our street. Buses use Rae Street to catch up their timetable, the speed humps are substandard and only serve to propel the cars faster as they exit off them. There has been nothing serious done to slow the traffic or to encourage the traffic onto the main arterials which they should be using rather than our local street. We implore Council to close off access to Alexander Parade and to return our local street to local users and keep our kids, bike users and general public safe. As a Green seat, we would like to see support from the party to encourage closure of the street and people to utilise the numerous bike paths and recently improved public transport. Thank you for your consideration. |
| Michael Rumpff<br>Fitzroy North  | The plan includes four planned road closures, as detailed in the email sent to me Monday 11th May. I have no opinion on the last two plans, relating to Alexandra Parade, as they do not impact on me. I do object to the first two plans, relating to Miller Street, and in particular the plan for Holden Street. The Holden Street median closure will severely impact on my ability to travel efficiently. Most of my shopping is done at the Fitzroy Village, and this plan cuts off my safest access to this area. My understanding is that most surveys conducted on this subject indicate that the major impact will be on local residents, of which I am one.   |
| Marcus Coghlan<br>Carlton North  | I fully support all the intended measures and trials proposed for this item. I welcome the willingness to trial treatments so that actual outcomes can be properly reflected upon by the community and Council.  |
| Arthur McDevitt<br>Fitzroy North | When these traffic barriers were first proposed, I wrote to Council to object, I am pleased to see that now the Dept. of Transport has also entered objections, much more forcefully and cogently than I did, pointing to the unnecessary disruptions to normal traffic flow, delays to bus and tram services and the increased danger involved in turns into and out of St. George's Road and Nicholson St. These proposals are unnecessary, foolish, disruptive and wasteful of ratepayers' money. I can only hope that the Council is not about to make what Sir Humphrey of "Yes Minister" would call "a very courageous decision" - a decision which will be remembered when councillors are seeking re-election.   |
| Lisa Byrne<br>Fitzroy North      | The problem: There is too much traffic in the residential streets of North Fitzroy. The high volume of traffic indicates the overwhelming majority of vehicles using Brunswick Street North (BSN) are "rat runners", not local traffic. Large trucks are using North Fitzroy local streets. BSN is categorised as a residential street. Traffic volumes are in excess of what is considered as the upper limit for a residential street by at least 25%; The traffic is increasing steadily year on year October 2018 saw an average of over 3100 vehicles a day using BSN with peak traffic averaging a vehicle every 12 seconds An October 2018 council survey showed 127 trucks per day used BSN and 76 of these were speeding.   |

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|                                  | <p>Many of the trucks exceeded the local area size limit. Much of the through traffic in North Fitzroy cuts through BSN and turn into Park, Scotchmer, Holden, Dean, Reid Street and others. Between 2016 and 2018, traffic in BSN has increased 30%. Our request of CoY: Take action now to: Reduce and manage the through traffic in North Fitzroy; Create local streets that are safe, where people want to walk and ride; Link these steps to COY's acknowledged responsibility to incorporate a climate emergency perspective into every decision; Encourage reduction of car use to reduce their environmental impact; and Address the apparent absence of congruence between traffic management, traffic planning and Local Area Place Making findings.</p>  |
| Nikolas Aulich<br>Fitzroy North  | <p>I write to you to ask why this issue is still being proposed. It appears to be a clear disregard for the findings and expert advice from O'Brien's and City of Yarra's Traffic team. Which clearly stated that medians will ONLY divert traffic into the surrounding streets. This on top of the extensive LAPM engagement and consultation process as well as the response and overwhelming feedback by the community. Furthermore it is absolutely inexcusable that The Department of Transport report to City of Yarra on this matter - which does not support the trial of either median, Holden St and Miller St and highlighted that the medians would adversely impact on public transport and surrounding streets - was ignored. I have since issuing my signature to the petition last year remained silent, trusting that common sense combined with the results detailed traffic studies would resolve the issue. However upon learning that the City of Yarra Council has not listened to the expert advice it commissioned and further proven how out of touch it is with its constituents I can no longer remain silent. It is deeply disappointing that our rates are wasted on ill thought out projects. The Department of Transport's report also outlined that there would be an increased safety issues for the higher level of turning traffic at unsignalised intersections at St George's Road, Miller-Street and Nicholson-Street. If you've ever actually driven on these roads during peak hour you would understand that this is a serious issue.</p>  |
| Colin Abbott<br>Fitzroy North    | <p>I ... request Council does not proceed with the proposed trial medians at Miller Street/Rae Street and Holden Street/Brunswick Street North. There have been three reports into the proposed median trials and the compelling evidence from experts is that such measures would:</p> <ul style="list-style-type: none"> <li>• only redistribute traffic onto adjacent roads with no overall reduction in volumes in the area</li> <li>• disrupt public transport services in St. George's Road, Nicholson Street, Holden Street and Miller Street</li> <li>• create safety issues for traffic turning at unsignalised intersections of Miller Street at St. George's Road and Miller Street and Nicholson Street.</li> </ul> <p>The right turn ban at Brunswick Street North, which was not supported by the majority of the community, should remain a trial, until all traffic calming measures already approved in LAMP3 process are implemented, in particular giving priority to cyclists and pedestrians at Capital City Trail. A full review of the right turn ban trial should be undertaken once the traffic calming measures in Brunswick Street North have been completed. The City of Yarra's LAPM policy is about creating a safer environment for all road users and improving amenity for the whole local community. Given the considerable community concerns about the consultation process and implementation of LAPM 3, I strongly urge that Council conducts a robust appraisal in order to stay true to the Council policy and for the community to feel empowered and have confidence in the LAPM process.</p> |
| Virginia Spring<br>Fitzroy North | <p>My husband and I are the owners of [a property in] Rae St. We are very pleased that the council is considering the partial closure of Rae St. Increasingly, non-local cars are using Rae St as a 'rat-run'. This is causing dangerous conditions, with cars accelerating between roundabouts. It is also incredibly noisy. Often in the mornings, cars are banked up outside our house, idling, waiting to get through the roundabout. We are 100% supportive of this plan.</p>  |
| Michael Wright<br>Fitzroy North  | <p>As a resident of 34 years in Miller Street, I was involved in the initial traffic measures installed to restrict car speeds. While I was less happy with the modifications introduced for the, nevertheless, important goal of assisting bike traffic – the speed humps are ineffectual, signage is confusing and the plastic barriers are regularly broken - I felt that the measures maintained a community support logic. That is why I am completely opposed to the current proposals to install physical barriers that restrict internal community movement at Holden and Miller Street. The barriers proposed will break up community movement by residents and offer little impact on rat running. Indeed with the tram modifications on Nicholson Street and the signage on St Georges Road, the incentives for rat running have already been reduced. While I accept the need to</p>  |

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|                                 | <p>proscribe movement between the community clusters on either side of Holden Street - even though it will be inconvenient for me when I might want to drive to the shopping areas - I see the physical barriers as unwarranted. Those who will be most inconvenienced by the hard barriers are the community who live in the area. Any rat runners may find them frustrating, but they can find other diversions. However, those who live in the area will be inconvenienced every hour and every day. These are not community supporting modification. I urge Council to reject the proposals to physically restrict access at Holden and Miller Streets.</p>   |
| David Nicholds<br>Fitzroy North | <p>I am a resident of Rae St, Fitzroy North and was a member of the Local Area Study Group for the Scotchmer-North Fitzroy precinct. I support the officer's recommendation to not continue with medians in Holden and Miller Streets, because this would unduly restrict local residents. However the actions remaining in the plan will be insufficient to address the significant and growing volume of through traffic in Brunswick Street North and the area north of Holden Street. In the planning phase I observed that other options were not considered and suggest that officers be directed to reassess the means of calming traffic in these two precinct areas. One option would be to make access possible but more circuitous, thereby deterring through traffic but maintaining access for local residents. For Brunswick Street North this can be achieved by: - installation of several single lane road narrowings and speed humps between St Georges Road and Holden Street; and - closure of Brunswick St North at St Georges Road, except for traffic exiting to travel north. Single lane road narrowings should be used instead of kerb extensions, item 10 of the revised plan, which are likely to have minimal impact. For the precinct area north of Holden Street a reassessment of the means to calm traffic should involve a similar treatment where possible. In summary, the actions remaining in the plan after removal of the medians are insufficient to calm traffic in two areas of the precinct and other options should be assessed.</p> |
| Janet Nicholds<br>Fitzroy North | <p>It is important that access to the local area is maintained and I support endorsement of all the recommendations under consideration. I also request that additional traffic calming measures (effective speed humps, single lane road narrowings etc.) be implemented in local streets in LAPM 3 that carry heavy traffic including, but not only, Brunswick St North and Barkley St. This will discourage through traffic and reduce the speed of traffic in residential streets thus improving the safety and amenity of the area. I am disappointed that all the outcomes of the LAPM 3 project are focussed on traffic issues. An important opportunity to work on other aspects of place making has been missed. Our area could be greatly enhanced by initiatives to greening the area, improve the pedestrian experience and encourage community engagement to name just a few place making issues that have been ignored. I ask council to ensure place making in other parts of the city are more comprehensive.</p>   |
| Douglas Kirwan<br>Fitzroy North | <p>The proposed traffic restrictions by council i.e. restricting access at Holden St between Brunswick St North &amp; Dean St &amp; restricting access at Miller St between Rae &amp; White St create more problems than they solve, disadvantaging local residents from accessing their OWN neighbourhood e.g. Shops, medical clinics, library etc. It would only exacerbate traffic problems at Miller Street exits &amp; entrances at St Georges Rd &amp; Nicholson St and as noted by Dept. of Transport, disrupt tram &amp; bus routes. I believe that allowing the streets to stay open will prevent traffic funelling into an uncontrolled traffic snarl. So tinkering at the edges creates bigger traffic problems and isolates one section of the community from the rest. Yarra Council should adopt soft options rather than these hard restrictions. I don't oppose the right turn ban from Holden St to Brunswick St North in peak hours. Seeing there are 547 residents opposing these traffic restrictions, why isn't the council supporting us? "</p>   |
| Ivan Gaal<br>Fitzroy North      | <p>I am a long time resident of Holden Street and one of the 547 signatories to the petition opposing right turn bans and medians on Holden Street, presented to Council on 24 September 2019. I support the recommendations of the Officers that the Council not proceed with the trial of a median island on Holden Street. The case against medians is clearly made by a number of independent and evidence based reports, including the Department of Transport. At the March 2019 Council meeting, it was expected that the recommendations of LAPM 3, supported by a long and intensive community consultation process, would be endorsed by Council. However, decisions were made based on a limited and one sided understanding of community views, causing a loss of faith in Council's capacity to engage and represent its constituents. Please rectify this tonight, and make decisions to benefit the whole community. There are many residents who live</p>   |

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|                                    | in and north of Holden Street and most them own cars. They are our local traffic, they are not "rat runners". We need Brunswick Street North open so we can access our amenities. Schools, supermarket, shops, doctors, dentists, bowling club, vet, swimming pool, Edinburgh Garden, cafes, etc. Why force local residents onto already heavily congested arterial roads? The DoT report identifies the negative impact of this on public transport and safety. So scrap all the amendments put forward in March 2019, and go back to the sensible and effective recommendations of LAPM 3.  |
| Claire Raworth<br>Fitzroy North    | I am writing to follow up about the traffic management plan for North Fitzroy. Miller Street was identified as the busiest residential street in the area and that this was inappropriate for a residential street of its kind. As a resident of many years I can testify that the traffic in peak hour is diabolical in our street, which poses unacceptable levels of noise, pollution and risk to the residents of our street. Elderly people and school aged children have been nearly killed crossing the roads and are often too scared to do so. As most cars are cutting through, they are not orderly and patient pose a huge risk. I support the Rae Street median strip as it would substantially reduce this flow of rat runners. Initially I opposed this due to the inconvenience, but I can see that is one of the few measures which will actually reduce that traffic. Having seen many utes purposefully knock down the bollards over the years in order to go faster, I know that measures which rely on people doing the right thing will just fail. A definite permanent median strip is all that will work. If this is not going ahead, improvements to speed bumps will definitely be necessary. I think that both "No right turns" from Holden Street that are proposed also make sense and should be permanent. I look forward to the outcome of tonight's meeting,  |
| Tilda Thompson<br>Fitzroy North    | My family has lived at the southern end of Taylor Street, Fitzroy North, for 18 years. We urge the Council to abandon the proposed trial medians and right turn bans at Miller Street/Rae Street and Holden Street/Brunswick Street North. The abandonment is logical and fair because the measures would: - redistribute traffic to Taylor Street and other local streets (such as Clausen Street) that are unable to safely accommodate extra traffic; - create safety issues at the major intersections of Miller Street/St Georges Road and Miller Street/Nicholson Street; and - disrupt tram and bus services. Critically, the measures have been consistently opposed by the majority of local residents and were not supported in the independent analysis by the Department of Transport. Notably, the Department found that the measures would have limited benefits in reducing non-local traffic and would likely have large impacts on local residents. We urge the Council to instead support the possible traffic calming measures (as considered by Council in May 2019).   |
| Katrina Byrne<br>Fitzroy North     | I visit this area often and I am disappointed by the way the increase in traffic has been allowed to occur unchecked and to the detriment of the community. This needs to be addressed with urgency there has been much discussion and many meetings but no concrete action taken to date."   |
| Ernesto Arriagada<br>Fitzroy North | There appears to be considerable inconsistency between the findings of Council-funded GTA assessments and subsequent Department of Transport (DoT) investigations into the proposed access restriction proposal in the Scotchmer LAPM3 plan. I feel that Council has unnecessarily acquiesced to DoT recommendations without addressing the broader needs of North Fitzroy: <ul style="list-style-type: none"> <li>• We need to begin aggressively managing and reducing car and truck traffic in North Fitzroy and returning our streets to the people, not vehicles</li> <li>• The reduced traffic during the COVID-19 isolation has shown how amazing our suburb can be with fewer cars and trucks rat-running through our proverbial backyards</li> <li>• We must start trialling radical ideas that challenge the car-centric status quo encouraged by traffic engineers and DoT</li> <li>• Decisions around traffic in the North Fitzroy triangle south of Holden Street need to prioritise the impact on those residents of the area, not those who live outside it</li> <li>• So-called community consultation has led to the perverse situation where North of Holden (NOHO) residents hold undue influence over traffic decisions that impact residents in Brunswick Street North, Rae Street and the North Fitzroy triangle generally</li> <li>• We need to trial ideas that force rat-runners off our residential side streets and back onto the main roads where they belong</li> </ul> I urge Council to reconsider and proceed with the proposed access restriction proposals in Scotchmer LAPM3 and give these a chance to see how they work – we'll never know if we give way to misplaced populism and backwards looking attitudes" |

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| Catherine Gaal<br>Fitzroy North                                    | I encourage Councillors to accept the Officer's recommendation to not proceed with the trial median island on Holden Street. This is in line with the overwhelming views of local residents affected, the detailed analysis of two expert reports funded by ratepayers, and that the Department of Transport has informed the City of Yarra that it does not support it. A range of negative effects have been identified, including effects on public transport, safety and accessibility to local residents to move about their neighbourhood. Instead, LAPM 3 already details measures supported by the community and designed to enhance all streets and neighbourhoods, and make a positive contribution to all our lives in the inner city I oppose the recommendation to make the right turn bans at Brunswick Street North permanent. This has the same impact as the median during peak periods, when many residents are traveling to work or school. Barriers cause traffic to divert from Brunswick Street North onto other neighbourhood streets already carrying similar volumes of traffic, which is inequitable and poor overall traffic management. Council should continue the right turn ban trial as other traffic calming measures are put in place on Brunswick Street North, and review at a later date. The lack of a right turn arrow at the intersection of Holden Street with St Georges Road has a negative effect on traffic flow and safety and I encourage Council to pursue this issue as a matter of priority. |
| Nikki Ciotola<br>Essendon North                                    | I used to live local and now am moving back in 2021, I also live in a tiny narrow street being my main road for it was built for a one way horse and cart. Either bring that system back or ban the cars, trucks and buses for that matter. Attention needs to be brought to Town planners, Councils, Property Developers, Real Estate Agents Selling Property in all these streets in the older suburbs in Melbourne, especially when it comes to allowing more community living.   |
| Karen Casey<br>Fitzroy North                                       | I am a resident of [a property in] Taylor St [near] the intersection of Clauscen St and I oppose the proposed right hand turn bans into and out of White and Rae streets as it will severely impact residents in both Taylor and Clauscen Sts by increasing the volume of traffic in both those streets. Clauscen St is particularly narrow at the intersection with Taylor forcing vehicles to make hazardous right or left hand turns into the street. There have been numerous near misses with people pulling out of those streets as you cannot see properly around parked cars and resident's cars have already been damaged. A proportion of this additional traffic would actually be Rae and White St residents leaving or returning as North bound traffic from St Georges Rd would have to go down Clauscen and up Taylor. South bound Rae St residents would also have to detour via Taylor St. It appears this would only serve to divert traffic to an alternative route that cannot accommodate the extra volume and will also result in more right hand turns at Brunswick Rd/Nicholson St intersection. Additionally, while I support a peak time restriction of traffic, the prevention of right hand turns in and out of Dean and St Brunswick St Nth would further congest traffic and impede the ability of residents to return home. Furthermore there are no traffic lights at Miller or Clauscen Sts at St Georges Rd to facilitate safe right hand turns so this is also dangerous.                                   |
| David Chalmers<br>Fitzroy North                                    | Traffic in Fitzroy North residential areas is growing steadily. High traffic levels on residential streets reduce the liability and amenity for residents, workers and businesses. The Council has spent considerable time investigating this problem and acknowledge the issue, however to date, there has been little effective action. In Brunswick St North, in particular, no effective traffic treatments have been proposed: i.e. those that will limit the number and speed of vehicles. The recently implemented trial turn restrictions in Holden St are commendable, but have had limited effectiveness and are ignored by many drivers. I make two submissions to the current meeting: 1. I note that the recent LAPM exercise in Carlton North has recommended street narrowing and pedestrian safety measures (curb outstand, footpath extension) on major thoroughfares (Rathdowne St, Canning St, Drummond St, etc.). Similar, effective treatments are required in Fitzroy North and particularly Brunswick St North. 2. The Council has been considering this issue for a long time; many years. The residents deserve that the response to this important issue be implemented in a timely manner. The Council needs to implement effective traffic control measures now.   |
| Anne Mullins<br>(North Nicholls<br>Traffic Group)<br>Fitzroy North | Introduction. • I am one of the 547 North Nicholls petitioners who oppose more hard barriers locking up our streets. We support neighbourhood access and improvements to our streets for ALL. • We ask council tonight to act on the evidence from traffic consultants, council officers, DoT and those 547 affected residents and vote NOT proceed with the proposed median island trials on Holden Street and Miller Street. •   |



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|   | <p>The evidence is in, the recommendations clear: traffic affects ALL residents not just some, hard barriers will create havoc for public transport, safe local access should be protected. • Positive alternatives are already approved and ready to be actioned. We ask council to endorse LAPM 3 as is and create positive outcomes for ALL North Fitzroy residents. • We are all in this together – we ask councillors to reflect that in their decisions tonight.</p>  |
| <p>Bruna Evans<br/>(North Nicholls<br/>Traffic Group)<br/>Fitzroy North</p>           | <p>Holden Street Median Trial. NNTG: - • Supports the Officer's recommendation to reject the trial median on Holden Street. It notes: - • The independent traffic reports echo concerns raised by many residents north of Holden Street. • O'Brien's Traffic did not support a median in Holden Street citing split community opinion and the lack of vehicle accessibility between north and south of Holden Street, and an increase in traffic volumes that would result in Barkly Street. • The Traffic Impact Assessment by GTA calls for a review of the trial closures as local residents will be most impacted. • The third and most influential report by the Department of Transport does not support the median trial due to the effect on public transport and the surrounding arterial road network. Bus routes 250 and 251 in Holden Street and the trams in St Georges Road and Nicholson Street would be delayed. Residents who live in and north of Holden Street would be delayed whether they use public transport or their vehicles. • The Officer's report assesses the right turn ban from Holden Street into Brunswick Street North a success. However, the bans may cause delays on the road network and on public transport, in the same manner that the Department of Transport identifies that the medians will do. This may occur as the Department of Transport report notes the effects of the Nicholson Street tram upgrade are not included.</p>   |
| <p>Luke O'Brien<br/>(North Nicholls<br/>Traffic Group)<br/>Fitzroy North</p>          | <p>Miller Street Median Trial. NNTG fully supports the Officer's recommendations to not proceed with median trials in Miller St and we respectfully ask that Council to accept that recommendation. NNTG agrees with the various traffic expert assessments that identify that a median, if installed, would create a range of safety issues for residents and deliver little or no benefit in reducing non-local through traffic. Specifically the reports advise that: • A Miller Street median would direct a proportion of the daily volume of 746 southbound vehicles in White Street, east to St Georges Road, where the unsignalised intersection at Miller Street and St Georges Rd will generate significant public safety issues. • A further proportion of the traffic will divert to the south via Taylor Street and Clauscen Streets. Clauscen Street is extremely narrow and incapable of handling large vehicles such as emergency service vehicles. • Additionally DoT acknowledges an increased risk for residents being directed to the unsignalised intersections at Nicholson Street and Miller Street to the west and has assessed that this will negatively impact tram movements on the No. 96 line. • Finally DoT concludes that a Miller median will impede Bus Route 506 movements in Miller Street. Accordingly NNTG and the 547 petitioners ask Council to accept the Officer's recommendation to Not Proceed with the Miller St median trial.</p>  |
| <p>Heather<br/>MacDonald (North<br/>Nicholls Traffic<br/>Group)<br/>Fitzroy North</p> | <p>What NNTG Want. The community in the northern part of the Fitzroy North LAPM3 area is committed to: • improving road safety and amenity within our local street network and reducing the impact of through traffic - particularly during peak hours. • measures that preference safe cycling, walking and public transport access and improve uptake of these modes of transport. • supporting City of Yarra to work with the Department of Transport and with the neighbouring City of Moreland to minimise traffic in our local streets and to safely manage traffic volumes and speeds. We therefore ask Council to: • not proceed with the proposed median island trials in Holden Street and Miller Street and stay true to Council's commitment to traffic calming measures. • implement all other LAPM traffic calming measures approved in LAPM 3 plan with priority to: 1. Capital City Trail: to give cyclists and pedestrians priority with raised crossings at Brunswick Street North and Rae Street 2. Brunswick Street North: kerb extensions and upgrade speed humps 3. Miller Street: upgrade slow points, speed humps and bike throughs 4. Improving bike sharrows and crossings at roundabouts. • In addition, we ask City of Yarra to work closely with the DoT to ensure that the major intersections at Holden Street/Nicholson Street and Holden Street/St George's Road have appropriately sequenced traffic lights, turn arrows and lanes to facilitate traffic movement on these major roads.</p> |
| <p>Diane Morgan<br/>(North Nicholls<br/>Traffic Group)</p>                            | <p>Moving Forward In conclusion, and as one of the 547 partitioners in the precinct, it is important to note that this LAPM3 has been a long, robust and challenging process. The Plan is not perfect however we believe it does contain measures that will improve the</p>   |

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| Fitzroy North                     | <p>amenity for movement around our neighbourhood. It also highlights there is much more to do. It is an increasingly dynamic neighbourhood and we know this is an iterative process and want to continue to engage at a community level to resolve issues as they arise. One of the key factors in this will be active engagement within the community and with the Councils on our borders to create seamless traffic solutions that also accommodate adjoining Council needs and policies. Although we note that the peak hour Right Hand Turn Bans remain controversial for some in the precinct we support the recommendations in the Officers Proposal and request expediency on implementation of the treatments mentioned in Submission 4. We also want to continue to be engaged as a community as outcomes of the implemented measures are evaluated. We want to thank Council Officers and Councillors for their commitment to reaching a conclusion on the LAPM3. We have all learnt lots about the strengths and weaknesses of the LAPM process and ask that these learnings are carried forward to future community processes.</p>  |
| Eric Myles<br>Fitzroy North       | <p>I have witnessed several near misses at the Brunswick street north and Scotchmer street junction in recent years, a couple involving cars going too fast and young children on bicycles and/or on foot going to or from school and one in which an elderly pedestrian was almost killed by a rat running driver who accelerated away having only just missed killing the pedestrian. Without restrictions on the number of cars and the speed they are travelling there will be a fatality before much longer.</p>  |
| Tim McLean<br>Fitzroy North       | <p>I have been a resident of Miller Street, Fitzroy North for over 27 years. I submit that the Council honour the original commitment made to residents in the LAPM consultation process that full width speed humps be installed in Miller St in the 2020/2021 financial year. I was excited about the LAPM process due to its clear goal of reducing rat running and improving resident amenity. Since then, my communication with council officers has lead me to doubt the sincerity of this process. In particular I am concerned about significant and unexplained adjustments to traffic numbers between those included in the O'Brien report and used in the consultation process and those used in the reports being submitted to this meeting. As well, recent communications from council officers has attempted to justify the high and rapidly growing level of traffic on Miller Street by defining our street as a "connector street". This was not raised in the LAPM process, nor has it been suggested in the 20+ years in which I have actively involved in traffic management issues on our street. This kind of data manipulation damages the credibility of the whole process. I request that Councillors, support the installation of speed humps in 2020/2021. I also submit that the council to commit to the ongoing reduction of traffic levels in Miller Street and surrounding streets and the elimination of "rat running" routes through further measures including the potential closure of Miller Street to all traffic other than buses.</p> |
| Katerina Yakimov<br>Fitzroy North | <p>I am a long term resident of Miller St. I do not support the trial installation of a kerbed medium on Miller St at Rae St as this may increase rat running through Miller Street. Reports tabled regarding traffic counts are not correct according to O'Brien Traffic Management Reports Jan 2019. A recent email from Council in April 2 from Matthew Veale state that Miller St has the largest no of vehicles at 3,900 vpd. The majority of these cars are rat running through Miller St to get to St Georges Rd or Nicholson St. This same report states Brunswick St Nth as having 2,728 vpd, Rae Street 2,480 vpd and Barkly Street 2,142. However the current Area 3 Report from 8/10/19 tabled in the agenda has a different traffic count e.g. Miller Street being 2,900, Brunswick St Nth has jumped to 4,200vpd and White St has also jumped to 3,100. These numbers are not correct and being used to prioritise work in these streets over Miller St. Miller Street has had significant 9 crashes this is found in the DOT report. Therefore to address the unacceptable rat running though Miller St I support installing full width speed humps as were endorsed by the community consultation and the Council last year. I recommend that Council commits to these works in the 2020/21 financial year and that Councillors do not accept further excuses for avoiding or delaying this commitment.</p>  |
| John Graham<br>Fitzroy North      | <p>As a Miller St resident I'd like to express my opposition to the proposal to put a Median block on Miller St to stop right turns in and out of Rae St and White St as part of the new North Fitzroy Traffic Plan. I think it is misconceived and falls into the category of trying to address one problem by creating and ignoring others. It sets the needs of one set of local residents against those of another and ignores alternatives which may meet most of the needs of both groups. The idea that this will solve what's termed "rat-running" in this area does not hold water. Some residents in Rae St may experience less traffic but all this will mean is that the traffic will just flow into other streets where other Yarra</p>   |

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|                                 | <p>residents live. An appropriate proposal balancing the needs of all residents would concentrate on something which works for the area as a whole and prioritises safety. There should be at least two traffic calming devices on Rae St between Barkly St and Miller St (not just one as at present) and a pedestrian crossing at the corner of Rae St and Miller St. It would also be worthwhile trialling a 30kph zone in this section of Rae St and possibly parts of the surrounding area. The goal should be making the whole area safer for everyone without blocking residents from conveniently entering and exiting the streets they live in.</p>  |
| Melinda Barker<br>Fitzroy North | <p>As a long term resident of north Fitzroy and 10 year resident of Brunswick Street North I have observed the significant rise in traffic volume and change in driver behaviour in that time. The high number of cars is well above that intended for a residential street of this size to manage. The high volume of cars makes it difficult for children to safely cross the road on their way to school, particularly at peak time in the morning when cars are speeding along the street, presumably in a hurry to get to work, taking short cuts wherever they can. It is also difficult for residents to reverse out of angle parking spots (which we are not permitted to reverse into) during peak time at either end of the day. For the safety and amenity of residents, including the many children of this street, I urge the council to vote in favour of changes to address the increasing traffic difficulties we are facing. I support partial closure of the street to northbound traffic, maintaining the no right turn bans from Holden street, the bike path crossing priority, 30km speed limits, and any other speed dampening options such as narrowing or planting or bike lanes in the street. It is difficult to understand why consideration for drivers who simply wish to use the street as a thoroughfare would be prioritised above the safety and amenity of the residents of this street.</p> |
| Rodger Bryant<br>Fitzroy North  | <p>Council and the residents of Brunswick Street North are well aware of the issues with thoroughfare traffic to the northern end of the street. The solutions to prevent non-residents using the streets as a thoroughfare are being opposed by residents north of Holden street as they contend that it restricts their access to the North Fitzroy Hub. There are no solution strategies proposed to address the concerns of both sets of resident groups north and south of Holden street which will adequately address non local traffic. What council need to appreciate is that residents north of Holden street have several options to access the North Fitzroy village which surely are safer and more simplistic than zig zagging through surrounding residential streets? If the residents don't agree that those options are safe or convenient than those options should be addressed and treated to improve their situation i.e. safer south bound turn onto St Georges Road. The Brunswick Street North resident's issues can then be addressed independently and more effectively.</p>   |
| David Collins<br>Fitzroy North  | <p>I am a long-term resident of North Fitzroy and of Barkly St. Regarding agenda item 11.2 (19 May), I strongly support the Council Officers' report which recommends against proceeding with median island trials on Holden Street and Miller Street. It seems to me that in making changes to the local road system which seek to address the concerns of a vocal minority of residents in one location, Council should not create a cure that is demonstrably worse than any assumed disease! For residents north of Holden Street, our options for free and safe movement within our own suburb would be very negatively impacted by these proposed median strip barriers. As a regular cyclist, I would ask Council to focus instead on positive changes which benefit the whole community, such as the bicycle priority on the Capital City Trail at Brunswick St North.</p>  |
| Glenn Morrison<br>Fitzroy North | <p>There is a long standing problem with traffic volumes in residential streets in and around Brunswick Street North (BSN). Traffic volumes are excessive and rat-runners abuse the streets both north and south of Holden Street. The problem is not residents using the streets. Council are well aware of the problem. Residential complaints date back to 2007. Facts and data have also been collected many times which clearly identify the problems. Despite 13 years transpiring and the problem now being significantly worse, the traffic volume and speed problems still exist. Council data clearly shows BSN traffic volumes exceeding the 2,500 vpd maximum deemed acceptable by Council for residential streets. Also, greater than 15% of all traffic exceeds the speed limit despite aggressive speed humps that are only 90m apart. The unanimous vote by Councillors in March 2019 to install a trial median island at the intersection of BSN and Holden Street was the first tangible, effective initiative put forward and agreed upon that will have a serious impact on this long standing problem. I implore Councillors to once again support the installation of the median island and ensure this gets done. If Councillors</p>   |

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|                                       | regrettably choose to accept the recommendations of Council Officers to not install the median island then I implore Council to quickly come up with solid, tangible alternative solutions. BSN residents who endure the problem day in and day out need to be liberated from constant traffic, noise, aggressive behaviour and dangerous, speeding rat-runners. We need liveable, safe streets!   |
| Melanie White<br>Cheltenham           | Everyone deserves a safe quiet place to ride and walk. This proposal does not go far enough to calm the traffic volumes.   |
| Andrew<br>Pettigrove<br>Fitzroy North | I would also like to put my support behind the following 1. That Council does not continue with the formal process to restrict access at Holden Street, between Brunswick Street North and Dean Street. 2. That Council does not continue with the formal process to restrict access at Miller Street, between Rae Street and White Street; 3. That subject to not proceeding with the median island trial on Holden Street, Council approves making the trial right turn ban from Holden Street to Brunswick Street North in the morning and evening peaks permanent;   |
| Renske O'Brien<br>Fitzroy North       | I am one of the 547 community members that signed a petition expressing our objection to the installation of hard median barriers in Holden and Miller Streets and Right Hand Turn bans in Holden St. Firstly, in terms of the Hard Medians, the weight of expert opinion as outlined in the Officers report is unambiguous. It says that the hard median treatments are not in the best interests of the community as a whole. I respectfully ask Councillors to accept this advice and spend not a cent more or a minute more on this option. In relation to the recommendation of permanent right hand bans at Brunswick St North I ask Councillors to keep front of mind that it is the community's expectation that decisions should be evidence based and equitable. An argument from a small resident group should never be prioritised over the extended community. Miller St and Holden Street already do the heavy lifting for the area and carry many times more traffic than Brunswick St North. They are also Local Roads - with the same road status as Brunswick St North. The turn restrictions at Brunswick St North should not be made permanent because they impede public transport at peak hour in the same way as hard medians do. The bans simply move that traffic onto Holden St. Stop throwing Holden St under the bus and say no to permanent right hand turn bans. |
| Elise King<br>Fitzroy North           | Instead of medium strip between Rae and white street-can we please get full width speed humps and other stronger traffic calming measures. The medium strip option will mean more car traffic is redirected along Miller Street. There are more than 3 times the number of cars that are acceptable for a local residential street. Instead There are two primary schools and tram stops at either end of the street so safety for pedestrians and cyclists is a paramount. Thank you for your time in considering my submission a car free resident of miller street,   |
| Tim Macpherson<br>Fitzroy North       | I wish to make my concerns know to the upcoming Yarra Council meeting about the very high volume of traffic and a complete lack of action in Miller St. I am a resident in the street having lived here for over 13 years and have seen a steady increase in traffic and zero action to address the issue. Over the same time, considerable works have been applied on the eastern side of St Georges Rd, over multiple years while nothing is done in Miller St. Miller St has ineffective speed controls that are patched together with useless tar, road marking that have worn off that no one obeys and broken chicanes that lie scattered in the bushes reflecting the neglect of the street that it is. Everyday there is aggression in the street, idiots who rundown the bollards for sport and the volume often causes traffic jams because of the traffic volume. I am particularly concerned to read about Miller St being recategorised as a "connector street". This was not raised in the LAPM process that I have been actively involved in. Miller St has become quite an unpleasant place to live as a result.   |
| Peter Rankin<br>Fitzroy North         | I have been a resident of Brunswick St North since 1992. Since then the street has changed from a quiet residential street into a busy speedway, especially in the morning and evening peak. The street appears to be used by rat-running commuters and by heavy vehicles as a short cut in order to avoid traffic lights. I ask the Council to 1. Support the trial introduction of median islands to prevent turning into Brunswick St North from Holden St and from Brunswick St North into Holden St. Rae St is evidence of the effectiveness of this traffic reduction measure. 2. Expedite the construction of the priority bicycle/pedestrian crossing at the Capital City trail crossing on Brunswick St North in order to encourage more commuter cycling and improve safety for cyclists. 3. Introduce   |

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|                                 | <p>a 30kmh speed limit and construct more effective speed reduction measures in Brunswick St North. 4. Begin the planning process for closure of Brunswick St North at Park St. The above measures would improve safety in Brunswick St North and support Council policy to create an environmentally friendly city. Sadly, I do not understand the machinations of the LAPM process, but I do know that resident safety and well-being should be the only criteria for the Council's decision. The safety and wellbeing of residents should not be sacrificed to provide a quick shortcut for northern residents to drive to the shops.</p>  |
| Judith Smith<br>Fitzroy North   | <p>I agree with the recommendation not to proceed with restricting access at Holden St and Miller St as I believe the alternative proposal would have a seriously detrimental effect on the surrounding streets. I would prefer to keep the existing access from Holden St into Brunswick St North as I find alternative routes very congested when I need to collect my grandchildren from school."</p>  |
| Claire Stewart<br>Fitzroy North | <p>I am writing to oppose the proposed changes regarding right hand turns off Miller Street into and out of White and Rae Streets. As a resident of Taylor Street (south side) I am concerned about the increase in traffic in my street and Clauscen Street due to people taking an alternative route via Taylor from Glenlyon Road, which is difficult to cross at Miller due to the dog leg with extended curb medians at either end. Turning into Clauscen in any direction can be dangerous as your view is often obscured by parked cars. This is necessary resident parking but our vehicles are at risk of being damaged as Clauscen Street is very narrow between Rae and Nicholson Streets. The right-hand ban median on Holden Street at Rae and White is also problematic as residents will be forced to travel down Clauscen to St George's road in order to turn right. Dean onto Holden is a far safer route as it allows you to turn right at traffic lights. Consequently, North bound residents of White Street or anyone wanting to avoid turning at Brunswick Rd/Nicholson St will also have to travel up Taylor Street.</p>  |
| Angela Perry<br>Fitzroy North   | <p>These closures, in particular the median strips at Holden and Miller will be blockers for the community at large including local residents and mums. The measures will favour only a few streets and limited residents. It will push traffic onto the main junctions on St Georges Road and Nicholson street and with the major works on Nicholson street already creating blockages, this is a growing issue which will undoubtedly worsen with the Brunswick Village apartments being occupied. Both the apartment block and the reduction in the Nicholson street lanes have been decisions at council. This decision should take into account those other factors and the impact that this will have to the traffic in this area. The situation is already being policed by the timing restrictions and this additional measure is disproportionate to the problem. It also sets a poor precedent that a few streets can pressure for closures, if this were to happen across the area it would cause gridlock on certain streets at certain times. The amount of traffic on the streets that are asking for closures is comparative or lower than that in other areas, such as Miller Street and May street which have large flows at school times, there is no justification for a specific median strip on these roads.</p>   |
| Beryl Langer<br>Fitzroy North   | <p>I ask that Council consider the implications for ALL residents of North Fitzroy before approving the installation of median strips blocking right-hand turns from Holden St into Brunswick St North. I understand that it is difficult to balance the needs of different parts of the neighbourhood. I can see that for people living in Brunswick St North, a median strip blocking right-hand turns into their street from Holden street would be very welcome. Before approving this, however, I would ask that Council consider: (a) The negative implications of installing these median strips for Yarra residents who live north of Holden street, in the area bounded by St Georges Rd and Nicholson St. If right-hand turns from Holden St into Brunswick Street North are blocked, these residents will only be able to access North Fitzroy Village via St Georges Rd or Nicholson Street. There is no safe way of turning right into St Georges Rd from this area, and turning left into gridlocked traffic on Nicholson St is no less hazardous. (b) The availability of alternative traffic calming measures in Brunswick Street North such as 'Give Way to Cyclists and Pedestrians' signs on either side of the Park street bike path, and street-narrowing measures that would slow traffic in Brunswick St North while still allowing neighbourhood access for residents north of Holden Street. Please do not adopt a traffic-calming measure for Brunswick Street North that puts residents north of Holden Street at increased risk of accident on a daily basis.</p> |

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| Susan Penhall<br>Fitzroy North       | I urge the council to honour its commitment made with apparent sincerity, regarding traffic calming in this area, during March 2019. My concern is the increasing volume of heavy trucks using Brunswick Street North as a short cut, and other motor vehicles turning it into a plebs' open-slather racetrack, despite existing speed humps. This pleasant street has become far too busy, dusty and hazardous for rate paying residents, renters and voters alike. We like our street and hope that the council members do too. Please keep your word.   |
| Libby Ward-Christie<br>Fitzroy North | <p>We are residents of Rae Street impacted for several years now by the unsafe and unsustainable behaviour of non-local traffic using our local street as a rat-run to access Alexandra Parade. The use of our local street in this way results in excessive queuing and perverse and illegal behaviour such as traffic travelling on the wrong side of the road/roundabout and aggressive behaviour towards pedestrians, cyclists and other drivers. There have been several instances of other cars, bikes and local children being nearly struck by cars travelling on the wrong side of the road as well as elderly neighbours being verbally abused for taking too long to cross.</p> <p>We ask that Council continue to implement the Scotchmer LAPM by supporting DoT's request for the further analysis required to progress the south-bound closure of Rae Street at Alexandra Parade as well as the closure of the laneway west of Rae Street (off York Street). We thank Councillors and Council Officers for their work to date on this issue and hope for an eventual, satisfactory outcome in support of our local community amenity and safety.</p> |
| Robyn Starr<br>Fitzroy North         | I am writing in support of the proposed trials of the median islands at Holden St between Brunswick Street North and Dean St, and also at Miller St between Rae St and White St. I am a resident of the North Fitzroy area north of Holden St and am dismayed by the amount of rat running through our area, particularly the route north of Holden St via Dean, Rae and White Streets to Glenlyon Rd, which this measure is designed to address. I am a bike rider and support changes that promote bike riding and increase the safety of bike riding, at the expense of the convenience of car use. This proposal is for a trial only at this stage. Despite the objections from some in my community, this trial should proceed to determine what impact these changes will have not only on reducing rat running, but also whether they inconvenience the majority of residents, cause major delays to public transport and increase the number of cars turning onto main roads at unsignalised intersections. We just don't know whether or not there will be a net benefit of these changes until we do the trial. Let's go ahead and do it.                |
| Emily D'Cruz<br>Fitzroy North        | My husband and I are residents on Holden Street and we have raised our concerns about the proposed median island trials with you previously. We are pleased to see that the Department of Traffic has undertaken their expert assessment and not endorsed the proposed median island trials on: 1. Holden St between Brunswick Street North and Dean Street, and at 2. Miller Street, between Rae Street and White Street. We ask the Council to not continue such trials. We understand that subject to not proceeding with the median islands on Holden Street, Council might approve making the trial right turn ban from Holden Street to Brunswick Street North in the morning and evening peaks permanent. While not ideal, we would accept it as we would work around those times for accessing our local shops   |
| Angela Rojter<br>Fitzroy North       | Like all Taylor St residents, both north and south of Miller Street, we will be adversely impacted by a Miller Street median closure at Rae St and White St. If the trial goes ahead it will simply re-direct all north-south traffic that is currently shared amongst White St, Taylor St and Rae St onto Taylor St, both north and south of Miller St, and onto Clausen St. Far from creating a more liveable area through a place-making approach, this plan creates winners and losers. Removing through traffic from some streets just by funnelling it all onto others defies both logic and logistics, but does nothing at all to discourage rat-running. If it doesn't go ahead however, narrowing White St and Taylor St with chicanes at the Yarra City border of both streets WOULD enhance their liveability. I also agree with the concerns raised by the Department of Transport and their recommendations in relation to the impact of this median closure on the Miller St/St Georges Rd and Miller St/Nicholson St intersections, and also in relation to the Holden St median closure at Dean St and Brunswick St North."                        |
| Sarah Gale<br>Fitzroy North          | I am a resident on Miller Street Fitzroy North and writing in regards to the proposal currently being considered to install median islands at Holden Street between Brunswick  |

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|                                 | <p>Street North and Dean Street; and also at Miller Street between Rae Street and White Street. I strongly object to this proposal. Our children attend North Fitzroy Primary School and with the reduction of a lane on Nicholson Street and the traffic build up that has caused, in addition to the difficult and dangerous right turn at the end of Miller Street onto St Georges Road, this proposal would mean an extra 15 minute drive each morning to drop our kids off to school on our way to work. The only alternative would be for us to use Dean Street, which would mean adding additional traffic to a school zone each morning which would be dangerous and unnecessary. As a rate payer in Fitzroy North, we have equal rights to access the amenities in our area. The proposal is segregating people north of Holden Street and poses great inconvenience as well as safety concerns to all residents north of Holden Street to appease a handful of residents who live on Brunswick Street North. Quite frankly, the residents objecting (Brunswick Street North) knew that the street they bought on was a high traffic street and should have considered that before purchasing. We don't object to the bus running on Miller Street because we knew the bus ran on the street when we bought.</p>  |
| Ben Morieson<br>Fitzroy North   | <p>I would like to submit that the proposal to use a traffic island in Holden St to prohibit turning into Brunswick St North is flawed and not supported by the majority of the Yarra community North of Holden Street. It will impede access to our local amenities in the North Fitzroy shopping village and force us to take wide detours though busy main roads including St Georges Road and Nicholson Street. These detours will add to the already congested traffic conditions and exacerbate the amount of CO2 already emitted by the vehicles with longer trip times. There was minority support for this proposal by the affected community when surveyed and the Dept of Transport has made very coherent and sensible reasons why these islands should not be installed. I would like to add that connection to amenities is crucial for a community and to deter people from accessing those amenities is not in the interest of the council nor the local schools, library, and small business owners who rely on our patronage. Please note that a Coles supermarket has been built in close proximity to Nicholson St North of Miller Street in the City of Moreland. I would hope that councillors are mindful of this development and would do their utmost to promote business in the City of Yarra as a better alternative for its Fitzroy North citizens. So to get to the point, not having the island in Holden Street will equal better air, better business and better community.</p>  |
| Diana Courtney<br>Fitzroy North | <p>In 2006 Councillors approved installation of a median island on Holden St (at Rae St). It was done with minimal community consultation and despite recommendations by external traffic consultants to undertake more detailed surveys as it was likely to distribute traffic to nearby streets. As predicted, traffic volumes increased on Brunswick St N immediately and have continued. Councillors &amp; Council Officers acknowledged the problem. A LAPM was the promised forum to address traffic issues. Unfortunately this has not been the case. The LAPM 3 has divided the community whilst failing to address key community concerns - rat-running &amp; truck traffic on local streets and, pedestrian &amp; bike safety. It is concerning that despite CoY strategies/plans for Liveability, Bikes and Climate Emergency, it has been unable to address these concerns. The aim of the LAPM is to make a more liveable area for the community. Limiting rat-running through local streets makes them more liveable and safer for all and, supports reduction in emissions by calming streets and encouraging active transport. Unfortunately Council recommendations suggests that CoY values cannot stand up to pressure from the DoT wanting traffic to continue to divert on local streets to relieve congestion on major arterials and, some members of the community who have resisted traffic interventions for BSN. We implore Councillors stand up and support CoY values and community traffic concerns. Ensure the recommendations include a significant traffic reduction intervention be installed on BSN to help reduce traffic volumes on the street and the local area.</p> |
| Soula Margelis<br>Fitzroy North | <p>I write to reiterate my objection to the construction of a median island on Holden Street that prevents right hand turns into and out of Brunswick Street North and Dean Street. I also object to the proposed permanent right turn bans in peak hour from Holden Street into Brunswick Street North. The majority of residents objected including relevant traffic authorities. In particular, the City of Yarra's own traffic engineering department recommended against this proposal after the LAMP consultation process. The Department of Transport also opposed median islands. Closing roads and limiting access only shifts traffic to adjoining roads. It physically divides a community, restricts our access to local facilities and shops and discriminates against those that can't ride or walk to local amenities</p>   |

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| Rosalyn Jack<br>Fitzroy North         | I am concerned that in the 4.5 years I have lived on Brunswick St North (between Scotchmer St and Park St) there is an increasing volume of traffic. Most of these drivers are using this street as a cut through route to shave a minute off their journey, and so are particularly impatient in attitude and are unwilling to slow down. I have 2 young children, and crossing the street with them can be dangerous with drivers coming along at maximum speed, even if they can see there's children crossing the road. My children attend kinder and school on the other side of Holden St, so restrictions on the Holden St/Brunswick St North intersection will impact our journeys, but we would choose to have that inconvenience if it returns the street to a quiet residential street.   |
| Tobias Cummings<br>Fitzroy North      | My wife, two young children and I have been residents [in] Rae Street, Fitzroy North for six years. In even that time short time we have seen a steady increase in the volume of vehicles (including large trucks) using Rae Street as a shortcut to Alexandra Parade - particularly in the morning 'rush hour', but also (in smaller numbers) throughout the week. The drivers that use Rae Street in this manner, by their nature, are in a hurry and often travel down our street at dangerous speeds. Many times I have had to rush my children out of the way of speeding 'rat runners' and have felt worried that one or other of my kids might be hit. In the mornings (outside of a pandemic of course), a unacceptable queue of traffic often extends from Alexandra Parade all the way to Newry Street, some two full blocks! These cars are filled with flustered and impatient drivers intolerant to the basic needs we have of our residential street, and I have often myself unable to perform a simple u-turn to take my children to kindergarten. I and many of my neighbours are simply fed up with this situation. These vehicle should not be using our residential street as a shortcut. They are destroying the peace and quiet of our surroundings, and creating a hazardous environment in which someone will surely be injured before too long. I urge the council to close Rae Street to southbound traffic at Alexandra Parade. |
| Catherine Ecclestone<br>Fitzroy North | As a resident and home owner on Rae St (north of Holden St), Fitzroy North, the proposed plan for the Holden St kerbed median at the intersection of Brunswick St North and Dean St directly affects myself and my young family. The main concern is the lack of vehicle accessibility between the local areas north and south of Holden St. This would limit my ability to take children to after school/weekend sport activities (as members of Collingwood Leisure Centre, Fitzroy Junior FC, and Edinburgh Cricket Club) as well as limiting access to my local shopping centre (Fitzroy North Village) and Bargoonga Nganjin Library. The proposed Holden St kerbed median at the intersection of Brunswick St North and Dean St was not originally on the LAPM3 (Jan 2019) and has been added since without adequate community consultation. Multiple changes are now being proposed to address rat-running (for example a kerbed median at Holden/Dean St as well as a kerbed median at Rae/Miller St) without allowing adequate time to see the effect of making one change at a time. The Department of Transport does not support this proposal due to impacts on public transport and delays caused to the surrounding arterial road network.   |
| Ashley Cadell<br>Fitzroy North        | I live in Rae street just north of the corner with York street. The morning southbound traffic between 7.30 am and 9 am has been a problem in this part of Rae street for some years, both with the noise and congestion as well as the potentially dangerous impatience of some drivers who often dart down the wrong side of the road and cut across the wrong side of the roundabout in order to turn right into York street. I would just like to add my support for the proposed changes to both the lane way to the west of Rae Street. between York and Alexandra parade and the blocking of southbound traffic at the junction of Rae street with Alexandra parade."   |
| Barbara Hubl<br>Fitzroy North         | As one of 547 petitioners mentioned in Council Officer's Report (COR) #76(b) I support Recommendations (1b&c) not to proceed with the proposed Miller and Holden Street medians. As various Reports commissioned by Council have stated, these medians would disrupt public transport in the precinct and the surrounding arterial network and have large impacts on local residents with only limited benefits in reducing non-local through traffic. The medians would divert traffic onto neighbouring streets ill-equipped to deal with increased volumes of traffic and would reduce resident's vehicle accessibility in local areas north and south of Holden Street. I support traffic calming solutions for ALL residents not just for a couple of streets and believe other measures endorsed in LAPM3 could assist a number of streets without adverse effects on the whole precinct. I cannot support Recommendation 1c as the 547 signatory petition was also opposed to the peak hour right hand turn bans (RHTB PH) from Holden into Brunswick Street North (not   |



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|                                  | acknowledged in COR #76b). The claim of "success" for the this trial in COR #53 must be qualified: it applies only to reducing RHTs into BSN from Holden Street whilst left hand turns here almost doubled (#52) and the increase in traffic volumes and queues on Holden Street (#58) and disruption of public transport would be the same in peak hour as the median effects objected to by DoT and have not been properly canvassed. However, thanks Yarra Council for your work and attention to traffic calming for all.   |
| Simon Evans<br>Fitzroy North     | <ul style="list-style-type: none"> <li>• Thank you for the opportunity to comment on LAPM 3. I live in May Street, the border of Yarra.</li> <li>• I fully support the Officer's report where the medians in Miller Street and Holden Street are rejected. The Holden Street median would block me accessing the North Fitzroy village, the library, pool and gym in the southbound route I use regularly.</li> <li>• In peak times I would be delayed by the traffic queues that the Department of Transport identifies in Holden Street or I would need to attempt the unsafe right hand turn from Miller Street into St Georges Road.</li> <li>• The issue of delays to westbound traffic at pm peak travelling on Brunswick Road near the Miller Street and Nicholson Street intersection is identified by the Department of Transport, and is significant.</li> <li>• The Miller Street median would block my access travelling home from anywhere south of Holden Street and force me to use either Nicholson Street or St Georges Road.</li> <li>• I note that the expert reports do not include analysis of the Nicholson Street tram upgrade. These works will impact on traffic flow, as two lanes now narrow to one lane near Miller Street.</li> <li>• I do not agree with the Officer's report that recommends making the right turn ban from Holden Street into Brunswick Street North permanent yet. The impact of the Nicholson Street tram upgrade on local traffic needs to be analysed.</li> </ul>   |
| Nicklaus Mahony<br>Fitzroy North | I make this statement as a resident of Clauscen St, Fitzroy North. I am heartened by the traffic calming measures and the measures that give greater priority, or at minimum visibility, to pedestrians and bike riders in the LAPM under consideration for my neighbourhood. The three treatments I think are of highest priority are: <ul style="list-style-type: none"> <li>• No. 7 - Brunswick St North &amp; Capital City Trail</li> <li>• No. 14 - Freeman St &amp; St Georges Rd South</li> <li>• No. 22 - Holden Street</li> </ul> In terms of 'Projects to advocate to VicRoads', I strongly support all advocacy items listed in the document, in particular seeking speed reductions. The current speed limit on St Georges Rd is dangerous. As someone who rides, walks and uses public transport to get to the shops, work and visit family and friends, I continue to be dismayed by the enormous amount of space given to privately owned vehicles. Streets are where we live and interact, the council needs to take measures beyond those listed in the LAPM. Specifically, there needs to be lower speed limits (suburban streets desperately need a speed limit of 30km/h), fewer car parking spaces, more spaces given over to bike corrals, planted trees, footpath extensions etc. I implore the council to continue its efforts to improve the liveability of our neighbourhoods by: <ul style="list-style-type: none"> <li>• reducing traffic speed;</li> <li>• reducing space given to private automobiles;</li> <li>and • increasing the space and quality of amenity for pedestrians, bike riders and public transport users.</li> </ul> |
| Robyn Smith<br>Fitzroy North     | The City of Yarra LAPM Policy aims to ensure consistency, fairness and a comprehensive approach to reducing the impact of motor vehicles in local streets. I have lived in Rae St north of Holden St for 20 years and I welcome place making initiatives that reduce through traffic, calm local streets and prioritise cycling, walking and public transport. I remind Councillors that LAPM relies on an all of community approach and initiatives that address the safety and amenity of all local residents. In the northern section of the Nicholls Ward the traffic count figures show that many of our local streets do have an issue with large volumes of traffic, particularly during peak hours. We need solutions that manage and calm this peak hour demand and still give reasonable access for local residents to get to and from their homes and to access community amenities. I ask that Councillors vote to accept the Officers recommendations: <ol style="list-style-type: none"> <li>1. That Council does not continue with the formal process to restrict access at Holden Street, between Brunswick Street North and Dean Street.</li> <li>2. That Council does not continue with the formal process to restrict access at Miller Street, between Rae Street and White Street;</li> </ol> I also request that Council work actively with Moreland and the Dept of Transport to implement additional solutions that will mitigate the increasing traffic volumes across this whole northern area of the Nicholls Ward and improve safety and amenity, particularly for pedestrians, cyclists and public transport users.                     |
| Jeremy Lawrence<br>Cremorne      | I support Council's Local Area Place Making process of continual, iterative improvements to our public realm. I support the residents of Brunswick Street North who are advocating for treatments to mitigate rat running in their street. I applaud Council for seeking approval from the DoT for a variety of treatments. Keep trying! I don't support  |

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|                                  | <p>the term 'access restrictions'. Access is not being restricted. Drivers can still access each property. Instead, traffic is being filtered. I think it is farcical for the Department of Transport to fail to consider the effects of behaviour change, traffic evaporation, or induced demand as part of their assessment. I encourage Council, through the LAPM process, and in collaboration with residents, to set clear upper limits for traffic volumes, i.e. vehicles per day, for each street in the precinct. This may turn out to be a value less than the 1,000 vehicles per day mentioned in the Council report. I encourage Council to implement slow points on Brunswick Street North. Slow points are described in both the Yarra LAPM Policy 2017 as well as Austroads Guide to Local Area Traffic Management. Even better, considering our rate of population growth, would be for Council to invest more in LAPMs, so that each precinct is reviewed in every 4-year term of Council, instead of waiting 10-15 years between each review. This would enable more types of treatments to be trialled and evaluated.</p>  |
| Juliana Hooper<br>Fitzroy North  | <p>We request that Brunswick Street North is not blocked at Holden Street. North Fitzroy residents need to be able to access their suburb on both sides of Holden St without using two of Melbourne's busiest arterial roads. We have written several times expressing our concerns. We live at 160 Park Street Fitzroy North between 3 major traffic arteries. Nicholson St and St Georges Rd carry huge volumes of non-local traffic to and from the city. Holden Street (which becomes Brunswick Rd) is the 3rd major artery. It cuts North Fitzroy in half from north to south. Until recently residents of North Fitzroy could cross Holden St to the other side of their own suburb via Rae St or Brunswick St North without having to battle St Georges Road or Nicholson Street. Rae Street is now permanently blocked across Holden Street. Brunswick Street North gives the only connection within the suburb between North and South. We are elderly and cross between the two halves of Fitzroy North several times a day taking and fetching children to school and running errands for our working family on the other side of Holden Street. I know other families from both sides of Holden Street who access school and kindergartens on both sides. As residents and ratepayers we feel that it is reasonable that the Council solves this traffic problem without blocking local access within the suburb and creating hardship for ratepayers of North Fitzroy</p> |
| Rebecca Skinner<br>Fitzroy North | <p>That I strongly urge the council to implement all of the recommendations from the LAPM3 Fitzroy North urgently. In particular, the Council should vote to implement: Partial road closure on Rae Street, with no exit to Alexandra Parade; and Closing the laneway to the west of Rae Street (between York Street and Alexandra Parade). The residents of the southern half of Rae Street have had their street made unsafe and noisy due to more than 2000 rat running and speeding vehicles a day (as the report found) and have been waiting years for a LAPM to be undertaken and now more than a year for the LAPM 3 endorsed recommendations to be implemented. We should not have this endorsed recommendations held up any longer by more controversial changes in other parts of the suburb. These must be implemented immediately. That said, we also support the proposed: Trialling a median island for six months on Miller Street at Rae Street and White Street; Trialling a median island for six months on Holden Street at Brunswick Street North and Dean Street. Thank you to the council for taking this matter seriously and beg you to act quickly, this has been dragging on for years. Rebecca Skinner and Peter Milner, residents of Rae Street for 12 years.</p>   |
| Ian Corbett<br>Fitzroy North     | <p>Brunswick St North is not a collector road but a local street similar to Rae St and the streets north of Holden. We are concerned about the number and speed of non-local vehicles (especially large commercial trucks) using Brunswick St North to rat run and bypass the Fitzroy North Village, when they should be using the designated arterial roads. The number of vehicles is increasing and the current traffic measures are not viable in the long term. This has posed increased safety risks for residents using street parking, and safety risk to the neighbourhood children.</p>  |
| G Downes<br>Fitzroy North        | <p>I am disappointed the City of Yarra is continuing to proceed with the plans to constrict the movement of local residents in the northern part of Fitzroy North by effectively cutting the suburb in two along Holden Street. If the plans go ahead it will limit local residents' ability to move freely within their community. Visits to local businesses and services will become more difficult: for example, sporting clubs, schools kinders, childcare, the vets, doctors and the Neighbourhood House. Many residents are elderly and walking or bike riding is not usually an option. Plus many rely on the help of friends or family to move around. Having to join busy roads like Nicholson Street and St Georges Road will make movement within the local suburb more difficult and more stressful. I would encourage</p>  |

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|                             | you to consider the needs of all the residents in your community.   |
| Julie Paul<br>Fitzroy North | Median strips in Miller Street will force all the traffic to go to Nicholson Street or St. George's Road, already very busy roads. It's impossible and dangerous to do a right hand turn, city bound, out of Miller Street at St. George's Road and at Miller Street it's chaotic in the morning to do a left, city bound turn with tram and school crossing. Please make it manageable for us to get around our suburb to our local shops, library and schools   |
| Anna Rotar<br>Fitzroy North | Good evening, we urge council members to keep residents of all parts of North Fitzroy at the forefront of their minds when deciding on tonight's issues re the proposed closures. Those of us living north of Holden St will be adversely and unfairly disadvantaged and denied access to our own suburb. The council should take external reviews seriously and decide to not continue with the formal process to restrict access at Holden Street, between Brunswick Street North and Dean Street nor to restrict access at Miller Street, between Rae Street and White Street. Respect our rights to be a part of this community! Thank you. |

## COUNCIL RESOLUTION

**Moved:** Councillor O'Brien

**Seconded:** Councillor Fristacky

1. That Council:

- (a) notes this report on LAPM 3 – Scotchmer Precinct - North Fitzroy;
- (b) determines not to continue with the formal process to trial central median islands on Holden Street, between Brunswick Street North and Dean Street;
- (c) determines to make permanent the trial right turn bans from Holden Street to Brunswick Street North in the morning and evening peaks;
- (d) determines not to continue with the formal process to trial central median islands on Miller Street, between Rae Street and White Street;
- (e) determines to continue with the formal process of closing the laneway west of Rae Street, between York Street and Alexandra Parade, and start the process of seeking formal feedback on the proposal from the community in accordance with Section 223 of the *Local Government Act 1989*;
- (f) determines to engage a consultant to undertake further analysis on the part closure proposal at Rae Street/Alexandra Parade and resubmit it to the Department of Transport (DOT) for assessment;
- (g) subject to a favourable response from DoT on the part closure proposal at Rae Street/Alexandra Parade, Council Officers start the process of seeking formal feedback on this from the community in accordance with Section 223 of the *Local Government Act 1989*; and
- (h) determine that Council Officers present the results of the community consultation and any other representations to Council for a final decision on whether to implement the access restriction proposals at the laneway west of Rae Street and Rae Street/Alexandra Parade.

**CARRIED**

## 11.3 LAPM 2 Carlton North

Reference: D20/79204  
Authoriser: Director City Works and Assets

### RECOMMENDATION

1. That Council:
  - (a) endorse the recommended treatments identified in the Local Area Place Making (LAPM) plan for Carlton North precinct (LAPM 2);
  - (b) endorse officers to undertake advocacy to DOT for the list of treatments proposed for Princes Street and which require DOT approval; and
  - (c) notes that subject to Council approval and allocation of sufficient funding, implementation of the recommended LAPM plan for the Carlton North precinct (LAPM 2) can commence with design in 2020/21 and delivery commencing 2021/22, and would be expected to be delivered over five years.

*A number of submissions were lodged ahead of the meeting by members of the public, and were provided to all Councillors ahead of the meeting. The Mayor tabled the submissions and asked that they be included in the minutes of the meeting.*

#### Submissions

| Name                            | Submission  |
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| Tom Davies<br>Carlton North     | I would like the Council to consider making amendments to the proposed plan to include speed treatments to reduce the dangerously high speed of traffic along Amess Street particularly at the north end near Park St. In the last year alone there were at least two collisions between cars and several near misses of cars almost colliding with residents crossing Amess with their children or with cars pulling out of parking spots along Amess. There was a speed trap installed in 2019 that recorded an average speed of 49km in a residential zone of 40km and almost 30% of traffic was travelling 60km or faster. For a street with many young families and older citizens it is particularly dangerous that cars can travel so quickly along Amess St. The plan proposes speed treatments for adjacent streets Station and Drummond but not for Amess St which seems an oversight. Amess St. continues across Park St and on to Brunswick Road and so is used as a thoroughfare for traffic which increases the volume of traffic. This issue is exacerbated by a lack of any speed treatments along Amess Street, which mean cars and traffic can speed along Amess unchecked. Indeed several motorcyclists seem to use it as a regular drag strip. It is only a matter of time before someone is hurt or killed by cars accelerating up and down the street without check. I urge the council to make changes and improve the safety of Amess St residents. |
| Pranav Parikh<br>Carlton North  | Footpath extended using parklets and kerb extensions to increase space for alfresco dining. Fenwick Street and Lygon street intersection. This will reduce the traffic congestion and also improve the aesthetic look of Carlton North featuring one of our own oldest bakery who can use it for outside dining.  |
| Pierre Roelofs<br>Carlton North | I support the Carlton North LAPM, however I would like to see the following issues addressed. - The amount of motor vehicle accident near-misses that occur at the intersection of Newry and Drummond Streets. I believe speed humps should be on both sides of this intersection in order to slow vehicles. Cars and trucks race up Newry St to turn onto Lygon St and cars coming down Drummond St towards Princes St rarely come to a complete stop here. As someone who has lived near this intersection for many years I would love to see it finally made safer for everyone. - A safe place for families to cross over Lygon Street, in order to more easily access Princes Park. At the moment there are only two options; use the lights at Lygon/Princes St or use the lights at Richardson/Lygon.  |

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| Graeme Prior<br>Carlton North      | I live in Canning Street, Carlton North. I have two questions regarding the Carlton North Local Area Place Making Plan [Agenda Item 11_3]. 1. What happened to the proposed roundabout at the intersection of Canning & Richardson Streets? It is not showing on the Treatment Recommendations Map. 2. No treatments are proposed for Canning Street, apart from some minor changes at the Pigdon St/Canning St intersection. Is this due to the RACV Bicycle super-highway proposal, or is the current treatment of Canning Street considered adequate and no further changes are required?  |
| Nicholas Reynolds<br>Carlton North | Thank you for the detailed report. I agree with the proposal for the reduction in size of the roundabout at Pigdon and Canning Streets. My concern/question is about the impact this might have on parking. There is currently enough space for seven vehicles between Canning and Station Streets on the North side of Pigdon. These are permit only areas and since the introduction of the permit only signage residential parking has been much easier. I worry that the extension of the footpath area eastward towards Station St might result in the loss of one car park space. I hope this is not the case and that consideration will be made in the exact placement of that extension to maintain the status quo. I doubt that that would be problematic if it is considered. Another benefit of the extension is that it might stop drivers from cutting the corner and driving in the bicycle lane immediately after the roundabout. I know parking is always a hot topic and I respect the need to accommodate all users. I do feel that a reduction in even one space would be detrimental to those of us who live close to proposed changes. Especially those with some mobility restrictions. Again thank you for the work and this for opportunity.   |
| Jeanne Potts<br>Carlton North      | I am disappointed but not surprised that the concerns of local residents in the northern end of Station Street have largely been dismissed with regard to the plan to install speed humps in our Street. I wish to again strongly object to the installation of speed humps. It is obvious that the LAPM team had already decided that speed humps were to go ahead, as it is perceived that this is the only way to reduce speed in the Street. I have lived in Station Street for 10 years and didn't know the speed limit was not 50kmh until very recently, many other local residents were of the same view. At the pop-in session: It was stated the average speed in our street was 47kmh, which is below what most people would reasonably think applied to our Street. Apart from a few scattered 40kmh speed limit signs on the periphery of the area bounded by Lygon, Park and Nicholson Streets there is no speed limit sign indicating Station Street has a limit of 40kmh. I believe clarifying the speed limit is a far more sensible approach to the speeding concerns. Speed humps are unattractive, result in slow and accelerate motion of cars and associated noise and impede the flow of traffic. The revised plan indicates street trees may be moved to minimize loss of car parking spots in the northern end of Station Street, which was of concern of many residents, it has not addressed the objection the speed humps themselves. |
| Colin Hood<br>Carlton North        | I have been riding to work almost every day for the past 15 years in the city of Yarra. I have noticed a huge increase in bicycle traffic and loving it. The more cycle friendly we are the better. I live in a block of flats [in] Drummond with many people using bikes. I think there should be more bike parking outside the many blocks of flats around this area. Thanking you  |
| Marcus Coghlan<br>Carlton North    | I would like a commitment in this plan to implement 30kph limits when Council receives approval from DoT. This single action is the most substantial, comprehensive and effective that Council can make in order to improve the safety of people walking and cycling. The plan fails to address Station Street (South from Curtain to Princes St) residents' concerns regarding dangerous driver behaviour in this location. The trigger for this LAPM was the proposed trial closure of Station Street and yet nothing has been done here. Park Street is not addressed in this LAPM due to the promise that a separate exercise will be undertaken in the near term to comprehensively address issues with Park Street that have been made worse after Project 96. I ask that this Park Street project and commitment to follow through forms part of this LAPM Plan. That is what was promised to the Local Area Study Group for this LAPM and Park Street falls within this LAPM boundary. As a member of the Local Area Study Group it was clear that the LAPM process should sit with the Urban Design Group and not the Traffic Group. There are other observations and learnings that should be captured to improve the LAPM process and manage/meet community expectations for a process called Place Making. I would like this and all LAPMs to have a post project review to formally welcome and capture improvements for future LAPMs.               |

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| Euan Brown<br>Carlton North      | <p>As a 20 year resident of Drummond Street, I oppose the speed humps, mid-block road narrowing and other traffic calming measures proposed for Drummond Street between Park and Pigdon Street for the following reasons: Speeding is not a problem; my observations over 20 years are that while there are occasional speeding vehicles there is not a consistent pattern. City of Yarra data is not reflective of existing traffic conditions and is not representative of my continuous observations. Rat running/accidents/traffic volume is not a problem on this section of Drummond Street according to final report prepared by GHD. Road narrowing will destroy the heritage value of Drummond Street; Drummond Street is a unique, wide, tree-lined boulevard originally created in the government subdivision of the 1870s which will be ruined by unspecified narrowing in the Pigdon/Park Street section. The proposed narrowing is not replicated in the Pigdon Street/Richardson section (nor should it be). Consistent treatment is required from Park to Richardson Street to preserve this heritage value. Speed humps cause additional noise; my bedroom and living room are at the front of my house and the noise and bouncing car lights at night will reduce my amenity. \$57k is better diverted to re-surfacing; Drummond Street between Park/Richardson Street is in poor condition and has been neglected for many years. An improved entrance to Drummond Street at Park Street is required to enhance pedestrian safety because it is the only Park Street intersection without an existing or proposed treatment.</p>   |
| Prudence Madsen<br>Carlton North | <p>I am pleased to note the retention of the chicane at the intersection of Drummond and Fenwick Streets. Residents are unquestionably better informed on safety and liveability issues than outside traffic advisers on occasion. I also note that Drummond Street between Pigdon and Richardson Streets has not suffered road narrowings and plantlets with consequent loss of parking for the many users from various sources. I am dismayed that Drummond Street between Park and Pigdon Streets is still regarded as a section lacking liveability and requiring severe traffic calming treatments, which is patently a nonsense. Table 4 of the report shows the dominant traffic volumes south bound to be between Richardson and Lee, which does reflect lived experience. I strongly advocate the removal from the plan of the four speed humps at the northern end of Drummond Street, based on data that close inspection shows to be not indicative of a major problem. The volume of traffic is not great, and travels evenly and carefully, albeit some that travel at 46km/h or slightly over. The manner of driving ensures the street is safe for both pedestrians and bicyclists, and to insist that the street is hazardous flies in the face of reality. The funds put aside for sections 14 and 15 of the LAPM [ \$60.000], would be better spent on obtaining expert advice on the nurturing and maintenance of the heritage elms. Finally, absence of large potholes would contribute significantly to a liveable street.</p>  |
| Bruce Echberg<br>Princes Hill    | <p>The City of Yarra has completed many Local Area Traffic Management Strategies led by its in house traffic engineering department. They have been primarily developed to reduce traffic accidents and to successfully attract federal funds for these works. Many changes to street design have resulted. While they often improve safety and help manage car circulation, they have also been damaging to heritage values and have not seriously contributed to improving environmental values. This programme has been rebadged as Local Area Place Management Strategies, but as the guidelines, and department running these studies, did not change in any substantive way, the outcome is no different. The work of Council, in running the consultation and of the consultants, in producing a very glossy report, has obviously taken time and involved significant cost to council but the result is still the same traffic engineering solutions with a cost tag of a little over one million dollars. My concerns are: The recommendations ignore Council's climate emergency plan. (high carbon cost and no climate amelioration) Inadequate consideration of future active transport (fully separated cycle lanes and routes etc.) No urban design proposals for streets (rationalisation of parking, heritage, medians, canopy trees and WSUD, expansion of open space). I strongly recommend that Council defers adoption of this report. Council's urban design, urban forest, WSUD and active transport staff, and committees should develop alternative street improvement proposals that better address the climate emergency, while considering issues of traffic and safety raised by this work.</p> |
| Jim Houghton<br>Carlton North    | <p>I live [in] Drummond Street, Carlton North. The proposed LAPM indicates that you intend to put a speed hump (treatment No 2) close to my property. I object to this proposal on the grounds that speed humps appear to have limited value in curbing non-local traffic flows and will generate additional car noise. Some years ago the Council undertook a</p>  |

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|                | <p>whole of Carlton review of traffic and the volume of non-local traffic travelling on local streets rather than the designated main roads of Lygon, Rathdowne and Nicholson. At that time it was proposed that similar to treatments in Canning Street, some roads would be part closed. Rather than implement that decision the Council subsequently installed a chicane at the intersection of Drummond St and Fenwick St the Council. This has not been effective in reducing non-local traffic flows. In addition, it is noticeable where other speed humps are already located, that they generate additional car noise as cars slow and then surge/accelerate after crossing the speed hump. Since we have two bedrooms at the front of the house this proposed speed hump (treatment No 2 between Newry and Lee) would create unwanted noise while being of limited or no real benefit in reducing non-local traffic.</p>  |
| Sue Burrows    | <p>Treatment Recommendations Map: Drummond Street: Points 14 and 15 Parking: Angle parking remains, although reduced. No further reductions to occur. Residents do not have off-street parking. Residents, their visitors, Mosque and Greek Church congregations, Electrical Trades School students, tradesmen and commuters' cars still need parking spaces. Safety: I have lived in Drummond Street for 50 years. I have no recollection of any road accident resulting in serious injury. Accident figures in the report reflect my 50 years' experience and the consistently high level of safety. Calming treatments already exist: 1. Drummond/Pigdon Streets intersection: Round-about, centre pedestrian refuges and kerb outstands. 2 Drummond/Richardson Streets intersection: Centre pedestrian refuges, intersection centre narrowed. 3. Drummond Street: existing Elm tree avenue "Roadside trees have been proven to contribute to calming traffic, and improving conditions for pedestrians and cyclists". Ref: City of Yarra's brochure, Street tree planting notification Drummond Street, Carlton North. ref:18578: Calming Treatments: 1. Integrated Planting: Integrated Planting will not thrive under consistently deep shade of the Elm tree avenue. Integrated Planting puts continuous financial pressure on Council's street maintenance budget. 2. Road narrowing between Pigdon and Park Streets: This is not indicated on the Treatment Recommendation Map. It appears in note form No15. Road narrowing would be very detrimental. It would destroy the continuity with remainder of Drummond Street and integrity of the logical precinct-wide grid road system. I suggest reallocating funds to ongoing and increasing community health expenses that will recur indefinitely into the future due to the Covid-19 pandemic.</p> |
| Kostas Papas   | <p>I reside at [a property in] Drummond Street Carlton North I oppose mid-block road narrowing (Recommendation 15) because: • it will result in loss of parking; and • it is inconsistent with Drummond Street between Pigdon/Richardson Street (Recommendation 14), which has no mid-block road narrowing. Drummond Street from Park to Richardson Street is a unique, open, tree-lined boulevard originally created in government subdivisions in the 1870s which has heritage significance. Recommendations 15 and 14 should be the same to preserve parking and heritage value. An improved entrance is required to Drummond Street at Park Street to enhance pedestrian, cyclist and motorist safety. Currently it is the only street entrance at Park Street without an existing or proposed treatment. Drummond Street requires a raised centre median and kerb extensions on the west and east sides to reduce crossing widths and separate turning motor vehicles - like Rathdowne/Park Street (Recommendation 21), Canning/Park Street (Potential project 10) and existing Amess/Park Street and Station/Park Street. Speed humps: Despite City of Yarra data showing speeding is an issue, this is not my lived experience over 20 years. At most, speeding is an occasional occurrence. Speed humps result in increased noise and bouncing car lights at night, which reduce resident amenity. Given that rat running, accidents and traffic volume are not a problem on this section of Drummond Street (per GHD Final Report), I am not convinced that speed humps are warranted. . Drummond Street between Park/Richardson Street requires re-surfacing; it is a cyclist/pedestrian/motorist safety issue.</p>   |
| Aiden Cantrell | <p>This plan represents a tremendous opportunity missed to progressively turn the length of Canning Street into a great bicycle superhighway. Instead of the constant trade-off between marked bicycle, traffic and parking lanes and the constant risk of dooring, it would be feasible and cost effective to shift all vehicle traffic (both north and south-bound) onto either the east or west carriageway of the separated Canning Street. This would free up the other carriageway for a two-way bicycle only highway, directly connecting the inner city at Carlton Gardens with the inner Circle Rail Trail in the north.</p>   |

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|                                   | This is an opportunity for a genuine reallocation of road space, and would, if well designed have little impact on local parking and the unique boulevard of Canning Street. Council needs to stop listening to residents who believe they have a right to car parking outside their front door. The 'dead end' sections between Curtain Street and Lee Street would be the ideal place to trial this approach, with only 28 households in this area.  |
| John Teschendorf<br>Carlton North | Drummond St "Southern end" speed humps The proposed speed humps on the southern end of Drummond St, particularly for southbound traffic, are arguably in the top 3 or 4 safety measures to be implemented in Nth Carlton. The speed of traffic in this section endangers cyclists and pedestrians. Particularly now in the Covid-19 era where there is an expected increase in cycling for commuting.  |
| Lawrence Bartak<br>Carlton North  | Firstly, we note that the plan has omitted Reserve street (south off Curtain between Lygon and Drummond Sts). Secondly, we have previously had verbal assurances from Council staff of a plan to place a tree tub in the road on the west side of Reserve Street outside our property [in] Reserve St, to match the other two tubs already in place. We would respectfully urge the Council to include this addition to the LAPM plan for North Carlton.   |
| Luke Belfield<br>Carlton North    | There have been submissions regarding the danger of the Amess St and Park St intersection and the propensity for vehicles to use this access to 'rat run' (from Brunswick Rd) and speed through Amess / access Rathdowne rather than use Nicholson or Lygon. There is also increased during cycle peak times where traffic is often banked up in Amess St often 3-7 cars back and similar on Park St causing a danger to local residents and cyclists. Why has this not been addressed in the LAPM?  |
| Sandra Hart<br>Carlton North      | Thank you for the opportunity to address Council. It is pleasing to see that Council has taken note of serious objections raised when the first draft of the LAPM plan became available. 1. I note improved communication in announcing the final draft through a letter to affected residents and an invitation to make a personal submission. 2. Some of the unintended consequences have been addressed, namely: a. not removing the chicane at the intersection of Fenwick and Drummond Streets; b. not introducing additional plantings adjacent to proposed speed humps that would have had the effect of reducing residents' parking. 3. Areas previously identified as Black Spot priorities (with external Federal funding) have been separated out of the LAPM. Alterations to the intersection at MacPherson and Drummond Streets were completed a few weeks ago. 4. As a resident of Drummond Street for 40 years I am of the view that the traffic and safety data does not fully justify the extensive changes proposed in the LAPM given that the Black Spot areas are now to be regarded as a separate and discrete project. Accordingly, and in view of the constraints on Council expenditure caused by the COVID-19 pandemic, I strongly suggest that the proposed speed humps in the two blocks of Drummond Street from Park to Richardson Streets be delayed for up to two years to observe the impact of the key black spot improvements.  |
| Patricia Wales<br>Carlton North   | I have lived on Drummond Street between Park/Pigdon Street for 20 years. I am opposed to speed humps on Drummond Street between Park/Richardson Street because: <ul style="list-style-type: none"> <li>• Speed data is not reflective of my lived experience over 20 years. At most, speeding is an occasional occurrence.</li> <li>• Rat running, accidents and traffic volume are not evidenced here, per GHD Final Report - therefore speed humps are not warranted.</li> <li>• There will be some loss of parking, despite attempts to minimise this.</li> <li>• Amenity will be reduced due to increased noise from cars hitting the speed hump, or decelerating/then accelerating and bouncing lights at night.</li> </ul> Project funds would be better allocated to improving the intersection of Drummond/Park Street to enhance pedestrian and motorist safety. Cars turning into Drummond Street from Park Street often cut the corner – there is no centre pedestrian refuge and cars in Drummond Street can be clipped. A centre median and kerb extensions would address these safety issues. This is not included in the LAPM currently and should be. This is the ONLY intersection with Park Street without an existing or proposed treatment: <ul style="list-style-type: none"> <li>• Amess and Station Street intersections already have raised centre medians.</li> <li>• Rathdowne Street intersection will get a raised centre median and kerb extension (LAPM Recommended Treatment 21).</li> <li>• Canning Street intersection will get two kerb extensions and a raised centre pedestrian crossing (Potential project 10, using funding outside the LAPM).</li> </ul> Drummond/Park Street intersection treatment would also obviate the need for speed humps. |



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| Jane Miller<br>Carlton North    | The residents of Hughes St are very happy that Council is about to plant trees in our street, although we gather this is not part of LAPM. However, it will contribute to traffic calming as well as climate in this very hot little street. We notice that most of the streets which intersect Drummond St are going to have kerb widening treatments at the entrances. We would greatly appreciate it if our street could also have this treatment to reduce the speed at which cars enter the street. We would like similar plantings on widened kerbs to those in Princes Hill and would appreciate if this could be added to the plan.  |
| Chris Clark<br>Carlton North    | I draw your attention to several points as you consider the Carlton North Local Area Place Making Scheme Final Report, April 2020. 1. Section 3.1.2 finds undesirable speeding along Drummond Street between Fenwick and Curtain Streets but makes no provision for traffic calming in this section. Please install speed bumps, as is proposed for the northern and southern ends of Drummond St. 2. Section 3.3 makes it clear that Drummond at Princes Street is heavily used as rat run in the morning peak. Drummond St should be closed to through traffic in the same way as Canning Street. 3. That Council engage immediately with Rathdowne Street traders to discuss footpath extensions as a priority measure to increase seating opportunities under COVID-19 restrictions. This could make a critical difference to the viability of the small cafes, restaurants and bars that add so much amenity to the area. I note that other councils in Australia (Melbourne) and overseas (Milan, Barcelona) are taking the opportunity forced on us by the pandemic to experiment with similar measures in relation to pedestrianisation, cycle routes and other traffic issues. The current parking system on Rathdowne Street, from Fenwick Street to Curtain Street is a hazard to cyclists and pedestrians. Similar issues apply in the section between Lee and Newry Streets. Alternative parking in Curtain, Newry and Canning Streets is currently under-utilised. |
| Esther Diffey<br>Carlton North  | I wish to propose you engage with the business/ traders along Rathdowne Street Carlton North regarding minor works or temporary works to create footpath extension to increase the local cafes, bars and restaurants capacity and provide a safer landscape for cyclists and drivers, as well as footpath users, supporting the State's economic recovery plan. As part of the Carlton North Local Area Place Making Scheme Final Report, April 2020 please consider these changes to increase the viability of local businesses and create greater amenity to the area. The safe movement of people, the capability and capacity of our village businesses to operate, and the amenity our village creates will foster liveability and connectivity, is even more important than ever.  |
| Gerald Diffey<br>Carlton North  | As a small business operator in Rathdowne street presently unable to trade due to the corona crisis, I would like the council to consider expanding the existing road alteration plan. Despite the relaxation of lockdown, social distancing will continue to reduce our ability to trade at full potential for the foreseeable future. We, therefore, request that the parking on Rathdowne Street from Fenwick to Curtain on the East side be removed and the spaces allocated to traders for outside seating. I understand that some traders rely on parking and this could be made up in the central reservation. It would also make sense to relocate the loading zone parking to the centre to stop the constant damage to verandas and downpipes from box trucks tipping on the camber. The risk of car door collisions would also be negated. Whilst this measure will not make up for our lost indoor floor space it might well be the difference between businesses surviving, with the subsequent job losses and the general amenity of the suburb. As an award-winning institution, my bar has, for 14 years, attracted people from all over the city and indeed the globe, and is part of the North Carlton village life that attracts so many people to live here. Our friends in the real estate professionals use the village amenity to sell houses, now we all need positive action from the council to maintain what we have in these punishing times         |
| Andre Ferretto<br>Carlton North | I have been a resident on Drummond Street between Park and Pigdon Streets for over 50 years. I believe any changes within the proposed LAPM need to be consistent within the area, improve pedestrian safety and minimise any loss of parking. 1) Recommendation 15 should be changed to recommendation 14 2) Recommendation 20 should be changed to recommendation 21 with the addition of the raised kerb on the east side   |
| Jason Edwards<br>Carlton North  | Thank you for improving safety in Carlton North. PLEASE install speed humps and traffic calming measures in the southern end of Drummond St! I've spent 20-years campaigning for traffic calming measures in the south-west quadrant and Drummond  |

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|                                   | <p>Street. No speed and volume treatments have been installed in Drummond St, and although the median strip at Lee and Newry Streets was modified, it's in the middle of the street where vehicles don't drive! In addition to the speed humps please also install trees on Drummond Street. The south-east quadrant of Carlton North features enormous speed-calming infrastructure including road plantings, speed humps, and curb extensions. An investigation is urgently required into resource allocation by Councillors representing this area, and any blatant and inappropriate preferential treatments. Your data indicates it's imperative to install these and additional measures, in the southern end of Drummond Street. Please protect the community as a whole and make our street safe! There have been motor vehicle accidents, pedestrian impacts and cycle-vehicle collisions in the region of Drummond and Lee Streets. Council traffic engineers witnessed the speed and volume of vehicles, and semi-trailer trucks in Drummond St, the cutting of curbsides and footpaths by vehicles, and the use of Drummond Street as an illegal right-turn exit onto Alexander Parade across the median strip. The vast majority of the community supports your actions to make the suburb safer for everyone, even if they don't respond in this or other forums. Please install these traffic calming measures and protect our community!</p>   |
| Martin Kovac<br>Carlton North     | <p>Our family of five have lived near the corner of Drummond and Park Streets for over five years. We love our neighbourhood, save for one major safety issue which is the Drummond/Park Street intersection. Cars turning into Drummond Street from Park St often do so at a dangerous speed and angle and with little regard for cars parking or reversing from the angled parking along Drummond Street, for persons accessing items from their cars or for pedestrians crossing east or west along the top section of Drummond Street. The proposed changes to the Pigdon/Park section of Drummond Street do not address the principal road danger in this block that we experience on a daily basis. We believe this issue needs to be addressed as part of the Carlton North works. We think that some form of narrowing of the entrance of the Park/Drummond intersection or otherwise restricting traffic entering Drummond Street from Park Street would be viable options that would significantly increase the safety of all users of that intersection and might obviate the need for speed humps in the Park/Pigdon St section of Drummond Street. Thank you for considering our long-standing concern about this."</p>   |
| Diana Akritidis<br>Carlton North  | <p>I oppose speed bumps being put in on Drummond street between Park and Richardson streets because: - I have not had any problems with cars speeding; and - there are no comments from the Aug/Sep 2019 sessions suggesting speed is a problem; and - as per the GHD Final Report rat running, accidents and traffic volume are not a problem in this area; and - speed humps result in increased noise and bouncing car lights at night, which reduce resident amenity. I oppose mid-block road narrowing (Recommendation 15) because: - it will result in loss of parking; and - the angled parking works well and needs to be kept, not reduced. The parking accommodates the students of 370` during the day and residents in the evening.</p>  |
| Pauline Crewther<br>Carlton North | <p>I have lived in Carlton North since 1981, in Rathdowne St. then Drummond St., near Park St., from 2014. I enjoy living here because of the leafy environment and the sense of community. The Park/Drummond St. intersection is the most dangerous area in this block and has not been considered for upgrade. Cars and cyclists cut the eastern corner too quickly. Kerb extensions on both corners of Drummond Street would slow turning traffic and shift it towards the centre of the intersection. A central structure with pedestrian access would slow traffic and increase pedestrian safety. These modifications negate the need for proposed speed humps and would save money and parking spaces. Speed humps are invasive and noisy. The final plans for Park/Pigdon St.(15) and Pigdon/Richardson St.(14) blocks look the same on the map (speed humps) but are very different in budget (\$57,000 vs \$32,000). Please retain heritage consistency by treating them identically. Information about changed traffic flows resulting from road modifications, and the times when such regulations would apply, are obviously missing from the plan, but necessary when trying to assess proposed changes. Suggested redeployment of saved funding: 1. The Elm trees are stressed and have dropped heavy branches, bringing down power lines, demolishing a fence and crushing a car. Please maintain and water the trees or replant to avoid fatalities. 2. Resurface the road. 3. Finish refurbishment of gutters and drain on the north-eastern side of Drummond St. left undone a couple of years ago, still flooding.</p> |

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| Ari Akritidis<br>Carlton North     | I oppose speed bumps being put in on Drummond street between Park and Richardson streets because: - I have not had any problems with cars speeding; and - there are no comments from the Aug/Sep 2019 sessions suggesting speed is a problem; and - as per the GHD Final Report rat running, accidents and traffic volume are not a problem in this area; and - speed humps result in increased noise and bouncing car lights at night, which reduce resident amenity. I oppose mid-block road narrowing (Recommendation 15) because: - it will result in loss of parking; and - the angled parking works well and needs to be kept, not reduced. The parking accommodates the students of 370` during the day and residents in the evening.  |
| Andre Akritidis<br>Carlton North   | I oppose speed bumps being put in on Drummond street between Park and Richardson streets because: - I have not had any problems with cars speeding; and - there are no comments from the Aug/Sep 2019 sessions suggesting speed is a problem; and - as per the GHD Final Report rat running, accidents and traffic volume are not a problem in this area; and - speed humps result in increased noise and bouncing car lights at night, which reduce resident amenity. I oppose mid-block road narrowing (Recommendation 15) because: - it will result in loss of parking; and - the angled parking works well and needs to be kept, not reduced. The parking accommodates the students of 370` during the day and residents in the evening.  |
| Matthew Akritidis<br>Carlton North | I oppose speed bumps being put in on Drummond street between Park and Richardson streets because: - I have not had any problems with cars speeding; and - there are no comments from the Aug/Sep 2019 sessions suggesting speed is a problem; and - as per the GHD Final Report rat running, accidents and traffic volume are not a problem in this area; and - speed humps result in increased noise and bouncing car lights at night, which reduce resident amenity. I oppose mid-block road narrowing (Recommendation 15) because: - it will result in loss of parking; and - the angled parking works well and needs to be kept, not reduced. The parking accommodates the students of 370` during the day and residents in the evening.  |
| David Beilby<br>Carlton North      | I am a North Carlton resident of 10 years and I live in the north end of Drummond. #20: The intersection of Drummond and Park should have kerb extensions to reduce the crossing widths, and other amenities described as for #26 for corner of Rathdowne and Park. This intersection has the same considerations as the corner of Rathdowne and Park. #15 - Can we have gradual rise speed bumps to avoid noise. I understand the road narrowing has been removed - good. I support the speed treatment remaining at the intersection of Fenwick and Drummond as it would and does deter through traffic down Drummond. #21. Much traffic from Amess street to Park turning left to go south down Rathdowne is a hazard to pedestrians walking west on Park as the traffic comes from behind. Maybe a prior speed bump prior on Park? The intersection of Rathdowne and Princes street - the bike lane. Most bikes go straight ahead and cars turning left into Princes street is an issue with cars cutting in front of the bikes. There is a bike lane marker north of Davis street on Rathdowne which does not stand out enough, and it keeps on being knocked down. We need to improve the bike lane to avoid cars / bikes clashing - perhaps a left hand turn lane left of a through bike lane? (potential project 2 would help) I support potential project 1 - it is sorely needed. |
| Elizabeth Beilby<br>Carlton North  | I have lived on Drummond street between Park and Pigdon for 10 years. I am opposed to speed humps on Drummond Street between Park/Richardson Street (Recommendations 14 and 15) for the following reasons: • City of Yarra speed data is not reflective of my lived experience over 10 years. At most, speeding is an occasional occurrence. • Rat running, accidents and traffic volume are not evidenced on this section of Drummond Street (per GHD Final Report), therefore speed humps are not warranted. • It will result in some loss of parking, even though Council will attempt to minimise this. Parking is in high demand from residents, their visitors, Electrical Trades School students, tradesmen and commuters.   |
| Anne Moore<br>Carlton North        | I would like to add my support for Item 18 - Speed Humps in Station Street between Pigdon and Park Streets. My reasons are: 1. To exit from 90 degree kerbside 2 hour parking requires reversing into the street, which can be dangerous because large parked cars and vans restrict the view of oncoming traffic from north to south. 2. Cars often use Station Street as a fast rat run to Park Street from Nicholson Street. Thus speed humps in both directions would greatly calm the traffic and increase safety. Thank you.  |

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| Cate Ellis<br>Carlton North            | I strongly oppose the kerb intrusion at Park and Drummond as it will encourage traffic from Lygon St to turn into Drummond St as it will be an easier option for drivers. In turn, this will reduce traffic in Canning and Station Sts - which is inequitable and unfair for the residents of Drummond St. I also oppose the kerb intrusions from Nicholson St, as again it will encourage more traffic in Drummond and also Rathdowne, which is again, inequitable. If anything, Council could consider opening up Canning St a bit more to take the load off Drummond and Rathdowne Sts which are very busy most of the time. Traffic is backed up for blocks in Rathdowne St in peak hour as it is, and the proposed measures from Nicholson will make it worse. And also make Drummond St a rat run. Please consider the residents of Drummond St and treat them fairly. "   |
| Jeremy Lawrence<br>Cremorne            | I support Council's Local Area Place Making process of continual, iterative improvements to our public realm. The proposed treatments are valuable, even if they will not be as effective as a best practice treatment, i.e. a 30 km/h superblock that diverts through traffic to VicRoads arterials. I applaud the motion to allocate a decent budget of 1.6 million. I support Council's Urban Forest Strategy, aiming to significantly increase the number of trees in Yarra. However, I'm disappointed to learn that Council is proceeding to reduce footpath widths on Canning, Newry, and Drummond Streets by planting trees in the footpath. This is not good policy. In the short term, residents need the full footpath width for physical distancing. In the long term, our population is increasing and residents will need wider footpaths, not narrower. Instead of obstructing the footpath, street space should be reallocated away from on-street parking, as per multiple adopted Council policies. In fact, a Council motion from the 5th May 2020 specifically asked Officers to bring a report that considers physical distancing requirements and opportunities to improve pedestrian facilities. Locating trees in the footpath (instead of the street) would be at odds with that motion.   |
| Laura O'Shea<br>Carlton North          | I have lived in North Carlton for about 4.5 years, and am thrilled to be a part of such a vibrant and engaged community. When I received notice from Yarra Council regarding consultation with community on upgrading the safety of streets in North Carlton, I also felt incredibly fortunate to live where we do. I used this opportunity to provide some feedback regarding my concerns of the traffic speed in Amess Street, and felt hopeful that something would finally be done to address this. I note with great disappointment, that Amess Street is completely devoid of any changes in the proposed upgrades. My partner and I have three young children, and there are many families with young children in the street. The traffic speed has been an ongoing, grave concern for many of us, and has been brought to the attention of Yarra Council on a number of occasions. So despairing have I been over the cars clocking excessive speeds, that I have contacted the police on a number of occasions. I understand that Amess Street is used as a thoroughfare to access Brunswick Road, but surely this makes the argument more compelling to simply slow the speed of the cars down through the addition of speed bumps. I truly believe that if you do not action this, it will result in a devastating outcome. Please take a moment to consider this and the real life implications it may have."  |
| Athanasia<br>Vadiakas<br>Carlton North | I have lived on Drummond Street between Park/Pidgon Street for 20 years. I oppose mid-block road narrowing (Recommendation 15) because: 1. It will result in loss of parking; and 2. It is inconsistent with Drummond Street between Pigdon/Richardson Street (Recommendation 14), which has no mid-block road narrowing. Drummond Street from Park to Richardson Street is a unique, open, tree-lined boulevard originally created in government subdivisions in the 1870s which has heritage significance. 3. Recommendations 15 and 14 should be the same to preserve parking and heritage value. 4. An improved entrance is required to Drummond Street at Park Street to enhance pedestrian, cyclist and motorist safety. Currently it is the only street entrance at Park Street without an existing or proposed treatment. Drummond Street requires a raised centre median and kerb extensions on the west and east sides to reduce crossing widths and separate turning motor vehicles - like Rathdowne/Park Street (Recommendation 21) and Canning/Park Street (Potential project 10). 5. Speed humps: Despite City of Yarra data showing speeding is an issue, this is not my lived experience over 20 years. At most, speeding is an occasional occurrence. Speed humps result in increased noise and bouncing car lights at night, which reduce resident amenity. Given that rat running, accidents and traffic volume are not a problem on this section of Drummond Street (per GHD Final Report), I am not convinced that speed humps are warranted. |

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| Angelo Tarola<br>Carlton North   | I am writing to provide my feedback on the proposed works by the City of Yarra to the North-end of Drummond Street. I am the owner of a property in the street and have lived here for over 25 years. I believe that the proposed works are absolutely unnecessary and will definitely destroy the beautiful street scape as it is. During my time in Drummond Street, the street has never had an issue with traffic, etc. and is not in need of a change. As a resident of Yarra we would be very supportive of any changes that would improve the street or neighbourhood, however in this situation we feel that it is definitely NOT required. The City of Yarra or the person driving this agenda needs to get their facts right as you will find that the majority of the neighbours will NOT support the proposed changes. This is a unique and very quiet end of Drummond Street and DO NOT HAVE MY SUPPORT WITH THE RIDICULOUS PROPOSED CHANGES. 1) Recommendation 15 should be changed to recommendation 14 2) Recommendation 20 should be changed to recommendation 21 with the addition of the raised kerb on the east side  |
| Michelle Tarola<br>Carlton North | I am writing to provide my feedback on the proposed works by the City of Yarra to the North-end of Drummond Street. I am the owner of a property in the street and have lived here for over 25 years. I believe that the proposed works are absolutely unnecessary and will definitely destroy the beautiful street scape as it is. During my time in Drummond Street, the street has never had an issue with traffic, etc. and is not in need of a change. As a resident of Yarra we would be very supportive of any changes that would improve the street or neighbourhood, however in this situation we feel that it is definitely NOT required. The City of Yarra or the person driving this agenda needs to get their facts right as you will find that the majority of the neighbours will NOT support the proposed changes. This is a unique and very quiet end of Drummond Street and DO NOT HAVE MY SUPPORT WITH THE RIDICULOUS PROPOSED CHANGES. 1) Recommendation 15 should be changed to recommendation 14 2) Recommendation 20 should be changed to recommendation 21 with the addition of the raised kerb on the east side. |
| Niva Mazzocca<br>Carlton North   | I am writing today to express my, and next door neighbour's, concerns regarding the proposed speed humps on Drummond Street between Newry and Princes Streets. Firstly, the hump will be close to our homes so we will bear the brunt of noise and air pollution which has been properly surveyed. (We do not need more car fumes down our street). Secondly, speed humps do damage cars especially with low undercarriages or smallish cars. We don't need any more inconvenience to our cars as most of us do not have garages or four wheel drives. Thirdly, do we really need speed humps down our street? This is a 40 kilometre marked street and most drivers do keep to the speed limit and we find this to be a very quiet street. Finally, would this have an impact on street parking because we cannot spare one car space on our street as you are well aware.   |

## COUNCIL RESOLUTION

**Moved:** Councillor Fristacky

**Seconded:** Councillor O'Brien

1. That item 11.3 - LAPM 2 Carlton North be deferred to the Council Meeting on Tuesday 23 June to clarify responses to community submissions and other matters raised.

**CARRIED**

## 11.4 Yarra Integrated Water Plan

Reference: D20/79756  
 Authoriser: Director City Works and Assets

### RECOMMENDATION

1. That Council:
  - (a) notes this report and the attached draft Integrated Water Management Plan;
  - (b) endorses the draft Integrated Water Management Plan for exhibition and public consultation; and
  - (c) receives subsequent report following the consultation period, presenting the final Integrated Water Management Plan, along with information about any changes as a result of consultation.

### COUNCIL RESOLUTION

**Moved:** Councillor Stone

**Seconded:** Councillor Fristacky

1. That Council:
  - (a) notes this report and the attached draft Integrated Water Management Plan 2020 - 2030;
  - (b) endorse the draft Integrated Water Management Plan for exhibition and public consultation subject to the following change to the Vision Statement:
    - (i) “The vision reflects a recognition that all water is a resource that can be beneficial to community and environmental health. Achieving this vision will require collaboration across Council, the community and external stakeholders to sustainably manage this limited, valuable resource.” and
  - (c) receives a subsequent report following the consultation period, presenting the final Integrated Water Management Plan, along with information about any changes as a result of consultation.

**CARRIED UNANIMOUSLY**

*The Mayor adjourned the meeting at 9.50pm*

*The meeting resumed at 9.56pm*

## 11.5 Brunswick Street Streetscape Masterplan

Reference: D20/62713

Authoriser: Director Planning and Place Making

### RECOMMENDATION

1. That Council:
  - (a) note the officer report regarding the proposed final *Brunswick Street Streetscape Masterplan*;
  - (b) note the scope of the streetscape masterplan relates to:
    - (i) the area between the building line and kerb on both sides of the road along Brunswick Street from Victoria Parade to Alexandra Parade;
    - (ii) the footpath space and the entries to particular intersecting side streets, and also; and
    - (iii) some areas around the Fitzroy Town Hall and Atherton Gardens, such as sections of Moor, King William, Condell, Young, Napier and Gertrude Streets; and
  - (c) note that the Brunswick Street roadway (kerb to kerb) is not in scope of this masterplan given the uncertainty, at this stage, about when the disability complaint tram stops will be implemented by the State Government along Brunswick Street, and
  - (d) note the final *Brunswick Street Streetscape Masterplan* and its content, and the Engagement Report as shown in the attachments.
2. That Council now adopt the final *Brunswick Street Streetscape Masterplan* to enable the proposals to be worked on through feasibility stages, as required, for consideration of future Council budgets.

*A number of submissions were lodged ahead of the meeting by members of the public, and were provided to all Councillors ahead of the meeting. The Mayor tabled the submissions and asked that they be included in the minutes of the meeting.*

#### Submissions

| Name   | Submission   |
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| Martin Brennan<br>(Fitzroy Residents Association)<br>Fitzroy | Brunswick Street is iconic given its history, culture and vibrancy and has underpinned this suburb, city and inner urban region for many years. It is now shaken and severely disrupted by the coronavirus pandemic. Prior to this crisis Brunswick Street was struggling with many traders being forced to close resulting in a high turnover of shops and disrupting the trading of neighbouring shops. The Masterplan process was welcomed and undertaken to address some of the issues and difficulties that the Street was experiencing for traders, residents and visitors. However the coronavirus pandemic has resulted in an immediate and almost total closure of the Street and the medium and longer term impact will be severe if not fatal to the revitalisation of Brunswick Street unless transformative action is taken. The FRA therefore calls on the Council to – 1. Undertake an immediate capital works costing for the introduction of the Brunswick Street Masterplan in 2020/21. 2. Implement the MasterPlan with borrowings accessed through the State Government's Community Infrastructure Loans Scheme 3. In collaboration with the Cities of Port Phillip and Melbourne and the Office of Suburban Development through the Inner Metropolitan Partnership, undertake a study into the future of activity centres in the inner urban region including the development of alternate model for their future. ("Providing Affordable Workspace for Enterprise" Research Paper - April 2020) This would include the provision of affordable workspace for new enterprises plus the drivers required to achieve more diverse and viable activity centres across inner Melbourne. |

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| Louise Elliot<br>Fitzroy       | <p>I urge Councillors to extend the Brunswick Street Streetscape Masterplan RECOMMENDATION, to ensure Council formally recognises, as the community does, the importance of keeping "existing heritage features, including mosaic chairs and lamp posts". (Engagement report p.19). Keeping them entails the responsibility and duty to restore, maintain and care for highly valued historic, aesthetic and cultural assets, instead of allowing further deterioration through neglect, vandalism and overpainting with non-heritage colours. Because adopting the Masterplan apparently necessitates proposals being "worked on through feasibility stages" instead of embarking on immediate improvements, Council should add a preliminary step to guide those later stages. A formal policy, with appropriate heritage, community and expert input, will identify the essential principles, processes and possibly some review of procedures required to protect and preserve the historic lamp posts in Brunswick Street and the Town Hall precinct valued by more than 250 survey responders, and a possibly heritage objects and artefacts as well. The RECOMMENDATION requires an additional sentence: 3. That Council adopt a Policy for the restoration and maintenance of historic lamp posts in Brunswick Street and the Town Hall Precinct, the areas covered in the Masterplan. Additionally the Policy could usefully refer to all heritage objects and artefacts as there are as well a surprising number of statues that could be identified and listed. After the Heritage Advisory Committee is consulted along with relevant history and community groups, plus appropriate experts and interested individuals, the draft Policy should be considered at the Council meeting on 6 October</p> |
| Greg Hocking<br>Fitzroy        | <p>I recommend that Council take this opportunity to refresh the heritage aspects of the Brunswick Street streetscape. In particular, I would like to see the restoration of the remaining gas lamp pillars to a more or less pristine condition with thick paint removed especially from the makers' marks and perhaps re-painting in less lugubrious colours than black or grey. Also, significant historic buildings should be more strongly indicated with informative plaques for the education of passers-by and visitors. Furthermore, the heritage value of the streetscape is inevitably degraded by the ongoing presence of graffiti on shopfront facades especially above street level and more vigilance for removal is imperative. Otherwise, the street appears to have an aura of neglect. Attention too must be given to the restoration of bluestone kerbing as foreshadowed. Attempts for artistic additions to and beautification of the streetscape should be characterful but also aesthetically sympathetic to the heritage environment, and the same applies for the Town Hall precinct.</p>  |
| Jeremy<br>Lawrence<br>Richmond | <p>I support Council's intent of improving our shopping streets. I support the Brunswick Street Streetscape Masterplan moving forward. With the context of COVID-19 and potential State Government funding for infrastructure grants to support physical distancing, I also encourage Council to develop a plan to trial wider footpaths, protected bicycle lanes and level access tram stops on Brunswick Street.</p>   |



## COUNCIL RESOLUTION

**Moved:** Councillor Stone

**Seconded:** Councillor Fristacky

1. That Council:
  - (a) note the officer report regarding the proposed final Brunswick Street Streetscape Masterplan;
  - (b) note the scope of the streetscape masterplan relates to:
    - (i) the area between the building line and kerb on both sides of the road along Brunswick Street from Victoria Parade to Alexandra Parade;
    - (ii) the footpath space and the entries to particular intersecting side streets, and also; and
    - (iii) some areas around the Fitzroy Town Hall and Atherton Gardens, such as sections of Moor, King William, Condell, Young, Napier and Gertrude Streets; and
  - (c) note that the Brunswick Street roadway (kerb to kerb) is not in scope of this masterplan given the uncertainty, at this stage, about when the disability complaint tram stops will be implemented by the State Government along Brunswick Street, and
  - (d) note the final Brunswick Street Streetscape Masterplan and its content, and the Engagement Report as shown in the attachments.
2. That Council amend the Brunswick Street Streetscape Masterplan report, at page 40 (design initiatives) and page 86 (actions), to include “Restoring and maintaining heritage lamp posts, including restoring the appropriate paint finish, ongoing removal of graffiti, and investigating opportunities for more efficient lighting.”
3. That Council now adopt the final Brunswick Street Streetscape Masterplan, incorporating the changes at item 2, to enable the proposals to be worked through feasibility stages, as required, for consideration of future Council budgets.
4. That Council refer the restoration of the heritage lampposts in the area of the masterplan to the Council Senior Adviser, City Heritage for determining a work program and for preparing guidelines for their future maintenance.
5. That Council further request the Council Senior Adviser, City Heritage to provide advice regarding any restorations and maintenance required of other heritage objects and artefacts in the area of the masterplan.
6. That officers report back to Council in July on the result of discussions with the Department of Transport on clarification of timelines for accessible tram stops in Brunswick Street noting the representations for these in 2006, 2012, 2016 and the potential to install temporary trial treatments in Brunswick St and DOT's support for these.

**CARRIED**

*Councillor's Jolly and O'Brien abstained*

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**11.6 Richmond and Collingwood Youth Program Grants 2020-2023**

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Reference: D20/1422

Authoriser: Director Community Wellbeing

**RECOMMENDATION**

1. That Council:
  - (a) award the Richmond and Collingwood Youth Program Grants 2020-2023 to the drum youth services (Drummond Street Services), subject to performance targets and financial acquittals being met each year;
  - (b) authorise officers to negotiate a funding agreement with the drum youth services (Drummond Street Services) that includes:
    - (i) provision of \$180,000 per annum (plus CPI increase) for three years, 01 July 2020 – 30 June 2023, subject to annual performance targets and financial acquittals being met each year;
    - (ii) annual performance targets and financial acquittals from date of agreement to 30 June 2023;
    - (iii) performance commitment to undertake a co-designed Evaluation Framework that best presents an evidenced based approach to measuring performance against suitable agreed KPIs; and
    - (iv) an interim service model in order to satisfy servicing levels during the COVID-19 period and subsequent recovery phase; and
  - (c) acknowledge unsuccessful applicants, and provide detailed feedback on their applications.

## COUNCIL RESOLUTION

**Moved:** Councillor Chen Yi Mei

**Seconded:** Councillor Stone

1. That Council:
  - (a) award the Richmond and Collingwood Youth Program Grants 2020-2023 to the drum youth services (Drummond Street Services), subject to performance targets and financial acquittals being met each year;
  - (b) (b) authorise officers to negotiate a funding agreement with the drum youth services (Drummond Street Services) that includes:
    - (i) provision of \$180,000 per annum (plus CPI increase) for three years, 01 July 2020 – 30 June 2023, subject to annual performance targets and financial acquittals being met each year;
    - (ii) annual performance targets and financial acquittals from date of agreement to 30 June 2023;
    - (iii) performance commitment to undertake a co-designed Evaluation Framework that best presents an evidenced based approach to measuring performance against suitable agreed KPIs; and
    - (iv) an interim service model in order to satisfy servicing levels during the COVID-19 period and subsequent recovery phase; and
  - (c) acknowledge unsuccessful applicants, and provide detailed feedback on their applications.
2. That officers provide an evaluation of the performance against KPIs of this provider in a confidential report to council mid-way through the contract, and prior to the advertising of the next Youth Programme Grants in 2023.

**CARRIED UNANIMOUSLY**

## 12.1 Notice of Motion No. 6 of 2020 - Re Religious Discrimination Bill

Reference: D20/79170

Authoriser: Group Manager Chief Executive's Office

*A submission was lodged ahead of the meeting by members of the public, and was provided to all Councillors ahead of the meeting. The Mayor tabled the submission and asked that it be included in the minutes of the meeting.*

### Submissions

| Name                     | Submission  |
|--------------------------|---|
| Greg Chenhall<br>Fitzroy | The Fitzroy Residents' Association supports the excellent motion put forward by Cr Jolly in item 12.1. Equality Australia is a highly respected organisation that is a leader in the LGBTIQ+ community and the FRA call on Council to: i) support the motion as a precursor to considering the draft Yarra LGBTIQ+ strategy ii) also announce the adoption in the electronic and paper newsletters iii) also recommend to other Councils the endorsement of Equality Australia's Freedom from Discrimination Statement. |

## COUNCIL RESOLUTION

**Moved:** Councillor Jolly

**Seconded:** Councillor O'Brien

### 1. That Council:

- (a) endorses Equality Australia's Freedom from Discrimination Statement as listed in **Attachment 1**;
- (b) supports fair and equal discrimination laws, such as a Human Rights Act that unites, rather than divide the community, noting that:
  - (i) the current religious freedom debate scapegoats a range of people, in particular, the LGBTIQI community; and
  - (ii) the Government's religious freedom review has contributed to continuing a homophobic political climate; and
- (c) writes to the Prime Minister, Leader of the Opposition, Attorney-General and Shadow Attorney-General to inform them that Yarra City Council:
  - (i) endorses Equality Australia's Freedom from Discrimination Statement;
  - (ii) calls on the Federal Government to remove unbalanced provisions in the proposed Religious Discrimination Bill that threaten safe and inclusive workplaces, schools and services, and privilege individual religious beliefs over the rights of patients to high quality healthcare; and
  - (iii) supports fair and equal discrimination laws that unite, rather than divide, the community.

**CARRIED UNANIMOUSLY**

## **Conclusion**

The meeting concluded at 10.51pm.

Confirmed Tuesday 2 June 2020

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Mayor