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**16th June 2019**

## CoM Draft Transport Strategy 2030 Submission

City of Melbourne,

The Southbank Residents Association (SRA) is supportive of many of the policies discussed in the strategy document but notes that there is little consideration given to Southbank in this strategy. The safety and amenity of the rapidly growing residential population and many tourists accommodated in Southbank must be considered but there seems to be little specific mention of how the strategy will address key areas of concern for our suburb.

SRA's key concerns include:

- Ensuring the safety of pedestrians and cyclists moving through Southbank
- Accommodation for increased motorcycle, e-bike and bicycle parking to prevent footpath obstruction
- Reduced truck traffic along City Road and Power Street and a review of speed limits in high density residential areas
- Better management and enforcement of pick-up and drop-off practices for commercial passenger vehicles, and
- Novel approaches to the provision of parking for private passenger vehicles.

SRA would like the CoM to incorporate Southbank into its plans for wider footpaths, protected bicycle lanes and shared paths. We understand that a high proportion of Southbank residents and visitors rely on walking and cycling daily, the safety and amenity for pedestrians would be greatly enhanced if footpaths were wider and also had fewer obstructions.

Southbank's footpaths are choking up with delivery scooters and bicycles that often impinge pedestrian movement. Planning rules must ensure that developers provide abundant footpath width and space for motorcycle and bicycle parking. In addition, Construction projects regularly block off large portions of the footpaths in Southbank; SRA hopes that policies outlined in the strategy for the "central city" that address this issue apply to Southbank also.

SRA is concerned that CoM is encouraging more cycling but not planning to provide a safe cycling environment in Southbank. SRA would like to see more protected bike lanes planned for Southbank. SRA is cautiously supportive of the Kavanagh Street Bicycle route proposal that will encourage commuter cyclists off the Southbank Promenade but the safe execution around the major intersections is a safety concern and connectivity to other bike paths is essential. The intersection at Power Street and Kavanagh can be highly congested and uncontrolled right turning is hazardous for vulnerable road users. Nearby bike paths on Moray St, Queensbridge St, Whiteman Street and Crown promenade must be connected to this route.

CoM should consider implementing “share zones” (instead of footpaths) on busy thoroughfares like Power Street to ensure the safety of cyclists in the area who are already choosing the footpath over dangerous roads with 60 km/hr traffic and trucks.

Trucks are of particular concern for cyclist and pedestrian safety. SRA would like CoM to continue to lobby State government to remove placarded trucks from Southbank. These trucks are noisy and unsafe for cyclists and pedestrians that share the road. In addition, a review of the 60 km/hr speed limits on Power Street and areas of City Road with large volumes of cyclists and pedestrians should be considered. Vehicles are travelling at unsafe speeds to get on and off the freeway in this area.

Another way to promote safety is by improving wayfinding in the area for both pedestrians and cyclists. Southbank has become a popular launching pad for tourists who often travel on foot, and cyclists need a clearer indication of where the safest routes are (particularly through the central city).

A growing problem in Southbank is the management of commercial passenger vehicle (CPV) pick up/drop offs which cause traffic disruption. Taxis are parking in no standing zones, zones for service vehicles and also double parking. This is causing verbal altercations between aggrieved drivers and taxi drivers. The road blockage also forces some drivers to take to the other side of the road. CPVs often block lanes of traffic on busy thoroughfares creating hazards for other road users and noise pollution as a result of car horns. The honking of horns by frustrated drivers persists throughout the day. Specified pick up/drop off points should be allocated on the kerbside and enforced. This is an important policy to address.

Innovative approaches to on- and off- street parking policies to free up more space for visitors, shared car companies and motorcycles would be a positive policy. Currently there are too few affordable parking options on weekends for guests of residents, while often car parks under high rise apartment blocks are underutilised. There may be innovative ways to integrate shared vehicle business models into new developments or in association with buildings to encourage a movement away from private car ownership.

Southbank Residents Association (SRA) is a community non-profit organisation, aiming to bring together and support the interests of all who live or work within Southbank. SRA is the convener of the Southbank Owners Corporation Network (SOCN), which is a forum for our building memberships to work together and discuss common areas of interest when it comes to apartment living in Southbank. This submission is made on behalf of Southbank Residents Association and all our members both individuals and buildings alike.

We at the Southbank Residents' Association (SRA) are pleased to be able to submit our feedback on the City of Melbourne Draft Transport Strategy 2030. I would like to commend the responsible officers at the City of Melbourne (CoM) for the dedication and hard work that obviously has gone into the development of the draft strategy.

Overall we believe that the Draft Transport Strategy 2030 is very positive with a clear commitment to improving the safety and amenity of visitors and residents in the CoM. Considering the population density in Southbank, and the volume of active transport users is only increasing, we believe that policy needs to be carefully thought out for Southbank and that the future actions to achieve the strategy should be prioritised in future budgets.

We thank you for the opportunity to make a submission on this important strategic document.

Kind Regards

Joanne Vanselow

(on behalf of)

Southbank Residents Association