

INTRODUCTION

The Parkville Association, which has as its purposes to advocate on behalf of the Parkville community (postcode 3052) and to conserve the fabric and amenity of Parkville, wishes to make the following submission on aspects of the *Melbourne Metro Environment Effects Statement* (EES).

The Parkville Association (the Association) welcomes the Victorian Government's commitment to the development of this significant new element of inner urban public transport. In particular, the Association is pleased that one of the stations – Parkville - will be located in Grattan Street to improve access to the major institutions located in this suburb as well as expanding public transport options for local residents.

The Association has some issues with certain aspects of the EES in relation to the potential impacts of the construction and operation of the Parkville Station in Grattan Street on the residential amenity of the heritage-significant South Parkville area and the landscape and heritage significance of affected sections of Royal Parade and Grattan Street.

1 TRAFFIC IMPACTS

1.1 Preamble

In general terms, the Association is concerned that Gatehouse Street between Flemington Road and Royal Parade has been identified, for traffic modeling purposes in the EES, as a 'key link' in the Airsum model network. This is contrary to our understanding that this section of road is not identified as an arterial road and, thus, controlled by VicRoads but rather a local road controlled by the City of Melbourne. While we want well-founded traffic assessments, the inclusion of Gatehouse Street as a 'key link' in the road network for modeling purposes creates the perception to have this street regarded for traffic management purposes as an arterial level road.

Over many years, the Association, together with individual Gatehouse Street residents, has been instrumental in achieving traffic management measures on this street that are consistent with maintaining the residential character of this street on the east side and the frontage to the highly used Royal Park on the west side. The Association will continue to work to ensure that there are no changes to the current arrangements that would facilitate increased traffic volumes or speeds along Gatehouse Street for its full length between Flemington Road and Royal Parade with consequent impacts for residential amenity and pedestrian and cycle safety.

We have some concern about the traffic data used in the EES as a basis for impact assessment – primarily AADT volumes – and the claimed 'zero or negative growth' in daily traffic volumes along Royal Parade over the last 10 years. While this claim may be true for overall daily volumes, it is not the residents' experience of peak period volumes in both directions on Royal Parade which appear to have increased. It is the peak period traffic volumes that result in the 'rat running' through the residential streets of both South Parkville and North Parkville (north of Elliot Avenue) as well as some vehicles using sections of the bicycle lanes on Royal Parade (especially northbound in the p.m. peak period).

1.2 Construction period

The Association notes that:

- Precinct 4 - Parkville station: the closure of Grattan Street to the east of Royal Parade to enable the construction of Parkville station would impact local traffic patterns, bus and tram operations, and pedestrian and cycling connections for the duration of the closure (EES, p8-15)



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as well as the loss of car parks. It is also noted that, in the Summary report, this traffic impact is described as:

.....a potentially **significant impact** on traffic operations. Traffic would be encouraged to divert around these road closures and use alternative routes available in these locations. (Summary report, p40) (**emphasis added**)

The Association wishes to raise several issues in relation to the construction period for the proposed Parkville station as follows:

- concern about increased pressure on parking in the residential streets of South Parkville by construction workforce seeking car parking or as a result of displaced existing public car parking;
- concern about increased traffic movements 'rat running' through the residential streets of South Parkville as a result of the full closure of Grattan Street from Flemington Road to Leicester Street for a period of several years.

The residential areas of the heritage-significant South Parkville are already subject to continual on-street parking pressure by commuters/students and visitors to nearby health and educational institutions as well as 'rat running' by through traffic especially during morning and evening peak periods. These streets also have high pedestrian and cycle use because of the proximity to nearby major educational and health institutions.

The Association maintains on-going liaison with the City of Melbourne to ensure an appropriate balance is achieved between parking demand and usage by residents and the general public as well as traffic management measures that reduce 'rat running' especially during peak periods yet maintain the safety, amenity and local accessibility of this residential area.

The Association is concerned that the closure of Grattan Street during the construction period for the Parkville Station will increase pressure to use Gatehouse Street and, to a lesser extent, Royal Parade as part of an alternative east – west route around the north of the University along College Crescent. This possibility is identified in Tables 8-14 and 8-15 in Volume 1 of Technical Appendix D - in particular, the potential increase in both northbound and southbound volumes in the p.m. peak periods on Gatehouse Street of 26% and 21% respectively. These are **significant increases** in traffic volumes from any perspective.

It is also not clear why there would not be corresponding forecast increases in traffic volumes on Gatehouse Street during the a.m. peak period in response to the closure of Grattan Street.

The Association expresses support for the overall and local transport benefit of the Melbourne Metro project so it is a little disappointing to see a somewhat gratuitous comment as follows that suggests that local residents should just essentially 'suck it up' in relation to traffic impacts during the construction period:

While the Grattan Street closure is expected to create some disruption to the local area with increased delays to traffic, Melbourne Metro is an important public transport project that would significantly improve the capacity and efficiency of the rail network across Melbourne. The traffic delay impacts would be largely on the designated SmartRoads public transport priority routes such as Royal Parade and Flemington Road, where public transport is prioritised over road use (tram ways are segregated), and the disruptions should therefore be considered in this context. (Technical Appendix D, p104)

In our view, the MMRA should ensure that appropriate effort is put into mitigation measures to manage construction period impacts to acceptable levels for residential areas as well as other receiving environments.

A proposed mitigation measure is the preparation of a 'Transport Management Plan'. We request that the preparation of such a plan in relation to the Parkville Station, firstly, involves consultation with local residents and other stakeholders (and not just road management and other agencies) and, secondly, includes measures that will:

- prevent additional commuter/construction workforce parking demand in the residential streets of South Parkville in particular as well as North Parkville;
- prevent additional 'rat running' through the residential streets of South Parkville at all times of the day;
- recognise and reinforce the traffic calming and other management measures that have been progressively implemented on Gatehouse Street (largely fronted by residential development) to prevent its use as through traffic route by construction or diverted traffic from Grattan Street.

It is also noted that that preparation of a Travel Demand Management Strategy is proposed to be prepared in advance of the commencement of the construction period for the Parkville Station. The Association requests that consultation with local residents be undertaken during both the preparation and implementation of this Strategy.

1.3 Operational period *Impacts of Grattan Street narrowing*

The Association is concerned about the longer term impacts of increased traffic movements 'rat running' through the residential streets of South Parkville as a result of the permanent reduction in through traffic lanes along Grattan Street between Flemington Road and Leicester Street and the reduction in lanes on that section of Royal Parade immediately north of Grattan Street.

The Association considers that the permanent capacity reduction on Grattan Street will increase pressure to use Gatehouse Street and, to a lesser extent, Royal Parade as part of an alternative east – west route around the north of the University along College Crescent. This potential is identified in Table 9-17 in Technical Appendix D, Volume 1, for the southbound a.m. peak along Gatehouse Street with an increase of 19% and Royal Parade northbound of 31% - once again, significant increases.

The Association notes that the following comment perhaps understates the potential longer term impacts on particular local streets in the South Parkville area as a result of the focus in the traffic modeling on 'key links':

Modelling of the Parkville station precinct indicates that the reduction in capacity of Grattan Street brought about by reducing this to a single lane each way would result in:

- A significant reduction in the traffic volume along Grattan Street, between Flemington Road and Swanston Street
- A general reduction in traffic along the east-west route through Grattan Street and Wreckyn Street
- An increase in east-west traffic along Victoria Street
- An increase in north-south traffic along Swanston Street and Rathdowne Street
- No major increases on other roads in the area as the model tends to **disperse traffic across the broader network** (Technical Appendix D, p 165)

In summary, the Association considers that some of the potential traffic impacts on the South Parkville area during both the construction and operation period may be understated and that



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there needs to be consultation with residents and other stakeholders in the preparation and implementation of mitigation plans.

2 WORKS ON ROYAL PARADE AND GRATTAN STREET AND IMPACT ON ITEMS OF HERITAGE SIGNIFICANCE

The Association suggests that, as part of the detailed planning for the works within and near the intersection of Royal Parade and Grattan Street for the Parkville Station entrances and the tram super stop, a Conservation Management Plan (CMP) be prepared as a matter of urgency for the full extent of Royal Parade from Haymarket to Park Street. Such a CMP would provide management parameters for the on-going conservation of this boulevard of state heritage significance – particularly if additional tram super stops are to be proposed further north along Royal Parade.

The Association suggests that the design of the four entrance structures to the Parkville Station be complementary to the heritage significance of the surrounding area especially the boulevard character of Royal Parade and the grounds and buildings of the University of Melbourne campus.

It would be helpful if the integrated heritage significance and established landscape character of the Royal Parade/Grattan Street area was identified as an overarching characteristic that should influence and inform the urban design of the surface works in this area.

There is obviously an urgent need for a detailed and integrated master plan for all the proposed surface works in the vicinity of the Parkville Station entrances and the tram super stop so that a site-specific solution of design excellence is achieved rather than a collection of competitive 'look at me' designs.

Submitted by

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