

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: * Daniel Soussan

Email address: * dsoussan@tract.net.au

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * 6.1 Ministerial Planning Referral: TPM-2020-57, 428 Queen Street, 432 – 438 Queen Street, 440 Queen Street, 446 – 450 Queen Street, 132 – 136 Franklin Street, 146 Franklin Street and Council Lane 1184, Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Please see attached written submission.

Please note that both Johan Hermijanto (Bates Smart) and I have requested the opportunity address the committee. Given items 6.1 and 6.2 are related matters we have requested to speak to item 6.1 – but will both be available to answer any questions that may arise in relation to either agenda item.

Alternatively you may attach your written submission by uploading your file here:



[20210611_tract_submission_to_fmc_15_june_2021_agenda_items_6.1_and_6.2.pdf](#)

309.76 KB · PDF

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

Dear Councillors

Future Melbourne Committee - Agenda Item 6.1 – Ministerial Planning Referral: TPM-2020-57 & Future Melbourne Committee – Agenda Item 6.2 – Ministerial Planning Referral: TPM-2020-49 Queen Victoria Market (QVM) Parcel B & 432-450 Queen Street, Melbourne

Tract Consultants act on behalf of QVM Development Pty Ltd, the proponent for the QVM Parcel B Development Plan, and the owner and permit applicant for the concurrent planning permit application for the land at 432-450 Queen Street, Melbourne – both of which are due to be heard at the Future Melbourne Committee (FMC) on Tuesday 15 June 2021.

The development plan and concurrent permit application represents the culmination of almost two years of design and development by the project team, led by the award winning architectural practice of Bates Smart. We first presented an initial scheme and concept for the site at a pre-application meeting with officers from the City of Melbourne and DELWP in February 2020, lodged the development plan and application in May 2020 and formally amended the documents following a detailed and comprehensive review by the City of Melbourne in May 2021.

The project team comprises (inter alia): Golden Age Group (as the land owner and developer); Bates Smart (Architecture); Tract (Planning & Landscape); Cardno (Traffic); JHA (ESD & Acoustics); WSP (Waste); Mel Consulting (Wind); Hacer (Construction management); and Bryce Raworth (Heritage).

On behalf of our client and the broader project team we wish to thank the City of Melbourne officers for their assessment and feedback through the process, and for the detailed and well-considered reports on both the development plan and the application.

The proposal represents a significant redevelopment opportunity which will assist in delivering a key component of the Council's Queen Victoria Market Precinct Renewal Plan in a manner consistent with the relevant controls and policies of the *Melbourne Planning Scheme*.

In summary we note the proposal:

- Provides for an attractive, high quality, architecturally designed, and energy efficient mixes-use building that has been designed having specific regard to the provisions of DPO11.
- Includes an entirely voluntary contribution of 10% of the apartments as affordable housing – which will provide a significant public benefit.
- Provides for a highly activated ground retail ground and first floor that will contribute to the emerging character of the QVM precinct – including the Munro development to the north and north and east.
- Retains, repurposes and enhances the most significant heritage building on the site in an appropriate manner.
- Will add \$20.1m gross value add to the State economy and support a total of 140 full-time equivalent (FTE) jobs per annum over a two year construction period.
- Will support 100 retail and 10 building management / maintenance jobs on an ongoing basis which will induce a further 26 indirect jobs as a result of flow-on effects.
- Will provide an estimated \$11.7m per annum value added contribution generated from the daily operation and management of the development to the Victorian economy.

Thank you for your consideration of these agenda items and the project team looks forward to delivering this key piece of the QVM precinct renewal.

Yours sincerely

Daniel Soussan

Senior Principal

Tract

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Johan Hermijanto

Email address: * jhermijanto@batesmart.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * 6.1 Ministerial Planning Referral: TPM-2020-57, 428 Queen Street, 432 – 438 Queen Street, 440 Queen Street, 446 – 450 Queen Street, 132 – 136 Franklin Street, 146 Franklin Street and Council Lane 1184, Melbourne

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We note agenda items 6.1 and 6.2 relate to two components of the same proposal. Johan will largely be presenting with respect to the planning application (item 6.2) but we thought it would be prudent to request to speak to item 6.1 given the timing.

Both Daniel Soussan (Tract) and Johan Hermijanto (Bates Smart) will be available to answer any questions in relation to both agenda items.

Johan will also have a brief slide presentation which we will forward across to COM meetings soon.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * Yes

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Name: *

Bob Evans

Email address: *

bobe@internode.on.net

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

6.1 and 6.2

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I wish to make verbal submissions on both agenda items via Zoom

Submissions will not be accepted after 10am.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

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*

Name: * Charles Sowerwine

Email address: * c.sowerwine@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * 6.1 Ministerial Planning Referral: TPM-2020-57,

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please note, this submission refers to both 6.1 and 6.2.

The Royal Heritage Society of Victoria calls on FMC to defer consideration of Agenda Items 6.1 and 6.2 on the following grounds

1) It requires therefore much more time than was made available with release of the agenda on Thursday afternoon preceding a long weekend. On fairness grounds alone, deferral is called for.

2) Both Items involve the construction of high-rise buildings which would weigh heavily upon the low-rise, National and Victorian heritage listed Queen Victoria Market and should be considered in that context. The constraints upon the market operations by virtue of lane closures or greater use would also weigh heavily upon the market operations. For those reasons they should not be considered until a revised CMP is produced for the market. The previous, 2017 CMP provided that a new CMP would be required if or when the Queen Victoria Market was added to the National Heritage Listing. The QVM gained national heritage status in 2018, but there has been no movement to produce a new CMP.

If Council nevertheless proceed, we urge Council to recommend to the Minister that he take cognizance of the effects of these proposed developments upon the VHR and National Heritage Listed Queen Victoria Market.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee live via
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support of your
submission: *

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I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Cheryl McKinna

Email address: *

cherylm6@bigpond.net.au

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

6.1 and 6.2 together

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I wish to make a verbal submission via Zoom please

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Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jill Quirk

Email address: * jillq@optusnet.com.au

Date of meeting: * Tuesday 15 June 2021

Agenda item title: 6.1 and 6.2

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To Mayor and Councillors , Melbourne City Council,

re Items 6.1 and 6.2 Future Melbourne Committee meeting June 15th

I am requesting that these items be deferred. The aesthetic qualities of the Queen Victorian market are at stake as proposed high rise would significantly, visually impact on the low rise aspect of the QVM. The 2017 Conservation management Plan states that the inclusion of the QVM on the National Heritage Listing will require preparation of a Heritage Management Plan . Updating of the CMP to include a Heritage Management Plan should be carried out so that future developments that impact of the QVM are in keeping with it and do not detract from its aspect and heritage value .

Sincerely

Jill Quirk

Protectors of Public Lands

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

John McNabb

Email address: *

mcnabbgo@mcnabbgomes.com.au

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

432 Queen St Melbourne Item 6.1, 6.2.

Alternatively you may attach your written submission by uploading your file here:



[gvm_queen_st_devt_proposal_432_450_queen_st_14_06_2021.docx](#)

30.45 KB · DOCX

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No

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The City of Melbourne
Future Melbourne Committee

14 June 2021

Meeting Tuesday 15 June 2021

Proposed Development Plan for 432-450 Queen St Melbourne 3000-

Response to Submission Proposal- Agenda Item No's 6.1, 6.2

Introduction

In submitting this response on the above proposal to the Future Melbourne Committee I consider the time margin available for consideration of this subject to enable a response to be adequately worked through prior to the meeting deadline is totally unreasonable. It is barely a stretch to believe that in providing 5 calendar days notice, including a long weekend within, and in a lockdown condition which denies public display of the proposal, the community are treated with contempt and total disregard in the hope that by doing so respondents will either be dissuaded to comment or that response material will be below a reasonable standard. On this basis an easier passage of acceptance would follow.

Further I consider the committee should defer a decision on this proposal- and as a policy for all proposals of similar gravitas- to allow more time for community review and response and to better enable the FMC to be better informed for their deliberation.

Response to Proposal

1) The City of Melbourne, as developer of this proposal of such scale and location, has dis-endorsed and abandoned planning and heritage guidelines and policies which it in fact utilizes in determination of other development applications it passes judgement on.

For the City of Melbourne to recommend to the FMC acceptance of this proposal simply destroys their credibility and respect to protect and endorse the regulations they administer.

Besides, it is also abandoning its other responsibilities entrusted as key manager of QVM, that responsibility to respect and protect the rich intangible asset of QVM precinct.

2) The initial reaction to this proposal centres on its bulk and height and its undistinguished architectural design.

Its size is a forbidding prospect on the periphery of QVM precinct and is far more respectful of and akin to the Munro development and other recently developed towers to the East and South.

The proposal at a height of 67 metres totally flouts a guideline height limit recommendation of 40 metres as a buffer zone bordering this precinct and is an affront, an intimidation by its bulk presence at the border to the calm evanescence of convincing human scale and timeless low building forms and materials that characterises QVM precinct.

3) The key determinant for the proposal's building bulk for such extensive accommodation is curious and highly questionable. It throws economic caution to the wind, particularly given the global and local Covid phenomenon and the rejection of financial support for the tertiary education sector. It simply assumes continuity of apparently limitless demands for tertiary level student housing.

Besides future international student numbers may indeed diminish if other countries enhance their competitive model or their own countries expand their tertiary educational course offers.

The sheer size of this development proposal is potentially a most unwelcome outcome to max out such building bulk in defiance of guideline development massing -even despite the Munro tower breaking the subdued height that had existed between Elizabeth and Peel Streets.

The advent of this proposal, another tower, although lower than Munro, further aggravates the all too rare and diminishing open sky aspect available from QVM precinct when looking South.

The shadow it will cast will essentially impact nearby Franklin Street North properties

4) The tower setback from the podium bordering Queen Street boundary is only marginally provided at its Southern end and aggressively reinforces a defiant blunt wall to Queen Street. It would assimilate far better if it matched Munro site along Queen Street.

The compositional grids of the facades lack any visual intrigue and stronger articulation of the building envelope massing would enhance its impact, presence and identity.

5) The development discards some very valuable records of history associated with QVM with the loss of buildings and laneways. Whilst some original elements may be non-descript and of limited architectural value there are societal connections and laneway patterns that render the territory distinctly characteristic of early Melbourne settlement. Surely a carefully crafted scheme could assimilate these early elements into the scheme to re-invigorate them with new meaningful experiences for the community.

6) An initial glance of the building's detail planning exposes some potential problems and if student accommodation is oversupplied and longer term accommodation is required and made available then the developer needs to assess whether alternative occupancy types will consider it is fit for their purpose.

Problems that may arise are:

Apartment storage is likely to be inadequate;

. With an absence of car parking obviating this would place pressure on other car parking resources.

Conflict at entry could be expected when sharing rider and bike access with pedestrians;

Consideration of concierge facilities may be necessary particularly to filter visitors and for postal and parcel deliveries which could be considerable;

The loading bay layout whilst allowing vehicles nose entry appears to deny vehicles reversing into the laneway to then drive out to Queen Street nose forward which would create risk to pedestrian movement;

Upper Floor lift lobbies, designated as corridors, are just that, being inordinately narrow in width. This limitation may be generated by the building's Northern perimeter wall being setback 10 metres from the Munro South end service core which appears to be an odd guideline determinant;

It is disappointing that visual relief to the exterior- say to the West to Queen Street- is not available from the lift foyer/corridor;

Apartment planning layouts are generally very satisfactory in terms of space/activity relationships, natural daylight and terraces, however recessing more apartment entry thresholds off corridors would enhance apartment personalisation.

John McNabb

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mary-Lou Howie

Email address: *

howie.marylou@gmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

Submission to Agenda 6.1 & 6.2 – Friends of QVM

Alternatively you may attach your written submission by uploading your file here:



[fmc_15_june_submission.docx](#) 19.68 KB · DOCX

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

Friends of Queen Victoria Market Inc calls on FMC to defer consideration of Agenda Items 6.1 and 6.2 on the following grounds:

1) Procedural fairness. These items require much more time for stakeholders' serious consideration. We note the Agenda appeared in the public realm on Thursday afternoon preceding a long weekend. This effectively inhibited the capacity of many stakeholders - traders - to engage with the matters. They were earning their living. On fairness grounds alone, deferral is justified.

2) Built form context. These items are critical to the future of the QVM and require analysis by the CoM - not a tick box acceptance. Both Items relate to the construction of tall tower buildings which would loom above and visually overwhelm the 'low-rise', QVM sheds to an unacceptable extent. CoM needs no reminder that National and Victorian heritage listed Queen Victoria Market - not an insignificant CBD building to be, in effect, loomed over. Heritage context must consider that this high rise development faces the proposed Queens Corner building, adjacent to the existing car park, creating a built form canyon effect entrance from the northern entrance of the QVM.

3) Environs. Major heritage sites (eg World Heritage Sites) are proceeded by compulsory consideration of 'environs' envelope. In the case of QVM listing State and national protection, this key element is absent. However, this does not mean that that it should be ignored. Item 6.1 plans are adjacent to, not inside the QVM envelope but are obviously when considering 'environs' adjacent parcels of land should rightly be considered by both DEWLP and CoM.

See BatesSmart Development Plan Agenda 6.1

eg 6.1: Development Plan Overlay, page 16: *'the development will 'preserve and enhance the heritage significance of QVM'; the use and development defines and activates the QVM's edge as a special place that does not overwhelm the public domain and does no adversely effect its heritage significance.'*

Page 23 – Site Location: *Queen Victoria market is a vital piece of social, cultural and commercial infrastructure for Melbourne. It embodies the best of Melbourne's social and cultural diversity while nourishing the body and spirit through food and produce, entertainment and social interaction. As the urban population increases it will provide an even more important release from the surrounding density and a vital hub for fresh produce, food and drink.*

Page 73 *'The Development Plan is in accordance with the Queen Victoria Market Precinct Framework Plan 2017'*

Page 80 – 81: *'The Heritage Impact Statement and the significance of the Queen Victoria Market being preserved requires a Heritage Impact Statement which demonstrates how the significance of the Queen Victoria Market will be preserved.'*

4) Documentation. Relevant QVM documentation, critically important to the future development of the QVM precinct, is missing, outdated and overdue - yet decisions are being made. This is unacceptable.

See BatesSmart Development Plan Agenda 6.1

- Heritage Management Plan (HMP) A key heritage requirement have not been met.
- The 2017 Conservation Management Plan (CMP) requires "*the inclusion of the QVM on the National Heritage Listing (NHL) will require preparation of the Heritage Management Plan (HMP). Updating and revising this CMP, to include the necessary HMP requirements would be an outcome of the NHL listing (p 92)* **Non-compliance.**
- FMC , 17 September 2019 - Agenda item 6.6, noted '*that management will prepare an updated QVMPR Business Case and Implementation Framework, including the retail vision for QVM, restatement of Master Plan projects and sequencing of renewal works, to be presented to a future Council meeting in February 2020.*' **Non-compliance .**
- June 2021 Agenda Item 6.1 Recommendations include the condition '*subject to the revised heritage impact statement outline in the delegate report (refer to attachment 4 of the report from management) - how can Council reasonably and fairly assess a heritage impact statement from a developer when QVM is missing its Heritage Management Plan, and updated QVM Precinct Framework Plan and QVM Master Plan?* **While we note this 'condition' we fail to understand how decisions can be made at this point on the absence of such protection.**
- QVM Precinct Framework Plan 2017 - not updated following the addition of QVM to the National Heritage List in 2018. **Non-compliance**

Friends of QVM fails to understand how Councillors can make a properly informed decision on these matters or comment on a Ministerial Referral for Agenda items 6.1 and 6.2 at this time in the absence of all requisite documents. Making a decision at this time in effect mean Council is relying upon relevant documentation such as QVM Precinct Framework plan 2017 which is inadequate and outdated. How can the statement be made "The development plan responds positively to then QVM Precinct Framework 2017 " (outdated)... when it cannot.

Such ill-informed decisions risk cumulative erosion of heritage values of QVM, in the absence of Councils own stated requisite protections - plans and guidelines in plans of QVM and its heritage conservation including a QVM environs buffer zone with height limitations, mass and compatibility requirements.

Should Council choose to disregard all of the above and proceed with a design on 6.1 and/or 6.2, Friends of QVM recommend and request that:

- Council comments to the Minister included all of the above for consideration
- Council recommends the Minister defer acceptance of the Council decision on 6.1 and 6.2 whilst the required documentation is prepared by the CoM and made available
- Council resolves that it does not support 6.1 or 6.2
- Council recommends the Minister does not support 6.1 or 6.2
- Council immediately provides the community and stakeholders with updated and relevant documentation as stated in point 4 of this submission,

Finally, Friends of QVM request that Council/City of Melbourne better co-ordinate planning and management of QVM and provide fair and reasonable time frames for Councillors, community and stakeholders to consider and respond to matters and to make submissions for FMC. This is also a health and well-being issue in this instance and Council and CoM and all its officers should be cognisant of that and support the welfare of the community and residents of Melbourne.

Mary-Lou Howie

President, Friends of Queen Victoria Market Inc

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*

Name: * Tristan Davies

Email address: * trist14222@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * 6.1 Ministerial Planning Referral: TPM-2020-57, 428 Queen Street, 432 – 438 Queen Street, 440 Queen Street, 446 – 450 Queen Street, 132 – 136 Franklin Street, 146 Franklin Street and Council Lane 1184, Melbourne

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We firstly believe it is inappropriate for council to put forward this amendment so close to its own plans to build a structure not currently allowed by the rules. This clearly places financial and other imperatives on the councillors to vote yes for this agenda item regardless of the contents, as its rejection would jeopardize the very next thing it votes on.

There is also limited justification for almost doubling the current preferred height limit, beyond the fact that other ministerially approved developments have gone up higher a block away in the past decade. Given planning rules are in place for this sites already, and council clearly has control over the sites, we see no need to rush this through, nor to allow higher and more extensive development as if it's a fait accompli.

We are also concerned that the development plan presented here for is designed to deliberately outweigh existing and near future heritage guidelines and listings, soon to be under examination by planning panels, and allow justification of the demolition of more heritage buildings, where no imperative exists and justification would otherwise not exist, if not for this development plan being adopted. This is another circular argument that we cant

see inherent justification of.

It is our belief that the corner building in particular, 422 Queen Street, will gain a heritage overlay with a significant grading in the near future, and thus council policy would not support major demolition of any kind.

A mere 5 metre setback from the other contributory buildings in the parcel is also unacceptable by new heritage setback guidelines, and the City of Melbourne has a responsibility to adhere strictly to these rules, rather than change their own rules and provide a precedent for future arguments by other developers.

We are also concerned that the plans allow significant changes to the historic laneway behind, including unique narrow passageways, bluestone paving, and extensive and even in some places historic street art visible throughout the parcel B area.

The demolition and facadism of heritage places justified by these plans will significantly alter the heritage precinct in general, and there seems to be no urgent need to make these changes, beyond a desire to push ahead with an increasingly complex and more obscurely justified set of changes to the Queen Victoria Market and its surrounding area, so we ask council to go back to the drawing board and re-consider the need for such changes. We firstly believe it is inappropriate for council to put forward this amendment so close to its own plans to build a structure not currently allowed by the rules. This clearly places financial and other imperatives on the councillors to vote yes for this agenda item regardless of the contents, as its rejection would jeopardize the very next thing it votes on.

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We are also concerned that the development plan presented here for is designed to deliberately outweigh existing and near future heritage guidelines and listings, soon to be under examination by planning panels, and allow justification of the demolition of more heritage buildings, where no imperative exists and justification would otherwise not exist, if not for this development plan being adopted. This is another circular argument that we cant see inherent justification of.

It is our belief that the corner building in particular, 422 Queen Street, will gain a heritage overlay with a significant grading in the near future, and thus council policy would not support major demolition of any kind, clearly setting up a fight with this development plan that can be easily avoided.

A mere 5 metre setback from the other contributory buildings in the parcel is also unacceptable by new heritage

setback guidelines, and the City of Melbourne has a responsibility to adhere strictly to these rules, rather than change their own rules when it suits them, and thus provide a precedent for future arguments by other developers.

We are also concerned that the plans allow significant changes to the historic laneway behind, including unique narrow passageways, bluestone paving, and extensive and even in some places historic street art visible throughout the parcel B area.

The demolition and facadism of heritage places justified by these plans will significantly alter the heritage precinct in general, and there seems to be no urgent need to make these changes, beyond a desire to push ahead with an increasingly complex and more obscurely justified set of changes to the Queen Victoria Market and its surrounding area, so we ask council to go back to the drawing board and re-consider the need for such changes.

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submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tristan Davies

Email address: *

trist14222@gmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

6.2 Ministerial Planning Referral: TPM-2020-49, 432 – 438 Queen Street, 440 Queen Street and 446 – 450 Queen Street, Melbourne

Alternatively you may attach your written submission by uploading your file here:



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Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

6.2 Ministerial Planning Referral: TPM-2020-49

Melbourne Heritage Action has a number of concerns with this proposal, which should be seen as a once in a generation development opportunity by the City of Melbourne. While we agree that the plans presented here are of high quality in many aspects and create some positive urban realm improvements, we believe nonetheless that these plans are also fairly generic and could be seen anywhere in the world, and are in fact throwing out a very special opportunity for a uniquely Melbourne place that sets a benchmark for other developments in our city.

The plans show a disregard for best heritage practices, ignore rather than celebrate Melbourne's laneways, and throw away a unique cultural opportunity for a concrete loading bay, repeating mistakes made in the past.

HERITAGE

In regards to the heritage aspect of this development, we agree fully with the thoughts of the Heritage Advisor as outlined, and do not believe the proposal adequately responds to these concerns.

We have serious concerns with the statement that demolition of heritage places is OK here 'because they have previously been graded D'. This opens a precedent for any developer in the future to argue that a building's previous grading should be counted towards its current heritage understanding, a fact that could condemn hundreds of heritage buildings to the same argument.

The proposed restoration of brickwork on the retained facade is positive, but there is no reason this same approach cannot be taken for the other two heritage buildings on site, whose inter-war and art deco brickwork could equally be restored to enhance the heritage precinct. Together with the Munro site demolitions, the loss of these contributory buildings represents a significant loss of heritage fabric within the heritage precinct.

There doesn't seem to be any significant justification for this amount of demolition of heritage places, beyond a circular argument assuming inherently that the development is a good heritage outcome because it keeps one facade and thus 'conserves' it.

This development also disregards heritage policies and guidelines the City of Melbourne has carefully shaped and fought for in recent years, most notably the total facadism of the only building on the site to be retained.

It is also disappointing to see the 'rear' laneway facades completely ignored and demolished entirely without heritage justification given. It is ironic that with the Munro pedestrian link and Munro Square opposite, the rear unnamed laneway will become a more popular public street, yet the intact brick heritage facing it on all 3 buildings here, as well as on surrounding sites, is not being considered as part of the urban context of this development.

Given this council owned site presents a once in a generation opportunity for a best practices development, it is disappointing to see councils own heritage policies and guidelines sidelined, and heritage treated for the most part as an afterthought. Heritage

places in the CBD should not simply be judged as main street facing facades, with all internal structure, and most notably laneway facades ignored as has happened in the past.

As such we do not believe the demolition involved supports the enhancement of character in the heritage precinct as set out by Clause 22.04 (Part B), but rather changes that character entirely.

LANEWAY

As stated above the uniquely shaped laneway, with its L pattern from Queen Street going off into another L shaped branch and a narrow lane connecting to Franklin Street, is a quintessential Melbourne heritage laneway, surrounded by historic brickwork, modern street art and original bluestone paving. Arguably this is one of the most intact heritage lanescapes left in the CBD, which the proposed development, alongside future development muted opposite will mostly destroy. There also seems to be no indication of the fate of the bluestone paving itself in the plans.

The heavy change to an entire side of the laneway thus also contradicts Clause 22.04 (Part B)

STREET ART

We also believe Council is committing to a major blunder in the demolition of the majority of brick walls down the laneway, and alongside them the collection of graffiti/street art which arguably makes this lane the organically grown Hosier Lane of the northern CBD. Combined with Blender Lane around the corner, this is an untapped goldmine of Melbourne street art. To lose parts of this simply for a concrete loading dock, plain reconstructed facade and high quality but rather generic 'activated' tenancies should be considered a major lost opportunity for a very uniquely Melbourne place.

With both this laneway and Blender Lane gaining pedestrian access through the Munro site and Munro square, there is a huge opportunity here to further enhance the unrecognised street art precinct organically created over the past few decades next to one of Melbourne's biggest attractions, and by doing so attract more visitors to both QVM and the lanes in the same way Hosier lane and Federation Square interact with each other and draw many visitors per year as iconic parts of Melbourne

By demolishing or otherwise styming much of this street art of the area, following on from the demolition of the Mercat Cross basement (one of the CBD's last remaining alternative nightlife spots) on the Munro site a couple of years ago, council has inadvertently removed reasons for a number of demographics to visit the area, rather than made it a more inclusive destination.

Instead of looking towards the standard pattern of 'activation' seen in most recent developments and plonking it onto this site, the unique opportunity provided by what is already here could be expanded upon.

Inspiration could be drawn from the old Blender Lane Studio market that previously ran in Blender Lane until gentrification and rents forced the studio out of the CBD a few years ago, a small artists market down the lane that enhanced the Queen Victoria Night Market by sharing visitors and providing a sub-cultural destination hidden just around the corner.

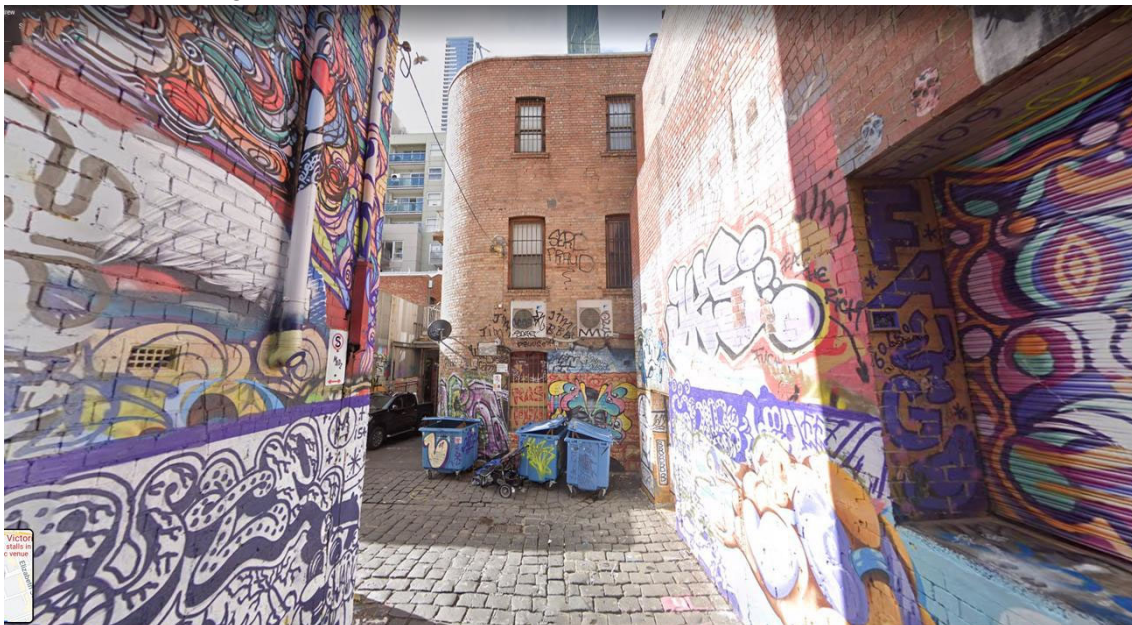
With clever marketing, including making clear the new series of pedestrian connections between it and Blender Lane, a continued allowance of organic street art culture on retained walls, and perhaps even a new iconic name for the unnamed laneway, this network of lanes could be more than simply a new loading dock, blank wall, and 2-3 tenancies below apartments, and instead be a cultural destination adding value to any visit to the Queen Victoria Market.

AFFORDABLE HOUSING

We are also curious why only 10% of the development, or 13 apartments, are being built as affordable housing, and why such a development in such a key location can't contain a higher percentage of affordable housing, supported by the continued variety of cheap produce at the nearby market and nearby social services.

Ideally we would like to see Council pause and reflect on its plans for this site, and comes back with a stronger, more site specific response to this unique opportunity that can be fully supported on heritage, urban planning and cultural grounds, and show true leadership in creating the best possible outcome, rather than simply pushing through with a high quality but ultimately dime a dozen profit driven development.

Thanks,
Tristan Davies,
Melbourne Heritage Action



Looking down the unnamed laneway at bluestone and a wrap around of heritage brick. The wall on the left side would instead be a blank loading dock in the current plans



Looking down the laneway towards a narrow passage to Franklin Street. The proposal will demolish the wall on the right, which is just as intact as its facade on Queen Street, and remove all the street art present, including graffiti, paste ups and stencil art



Looking up the Laneway towards Queen Street, full of street art and potentially equal to Hosier Lane as a street art destination. The proposal will demolish most of the wall on right and buff all the street art. Future development proposed by the envelope in Agenda item 6.1 may also see the rest of the street art disappear.



Blender Lane looking towards Munro Site where a through-link is now established towards Therry Street and the unnamed lane, c. 2014, potentially a better case study for what these lanes could become again.

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jamie Govenlock

Email address: *

JGovenlock@urbis.com.au

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

685 La Trobe Street Docklands

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Phil Rowe

Email address: *

philip.rowe@cox.com.au

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

685 La Trobe Street Docklands

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please see attached

Submissions will not be accepted after 10am.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Wendy Edwards

Email address: *

wendyle1963@hotmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

6.4 Queen Victoria Market Precinct Renewal – Fresh Produce Point of Sale Storage Project

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

I have been involved in the concept of the Fresh Produce Point of Sale Storage Project at the Queen Victoria Market and fully support and endorse the new designs for storage. It should be well supported by all traders located at the market. Thankyou

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Belinda Vitalone

Email address: *

belindavitalone@bigpond.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

Fresh produce point of sale

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I would like to support this Agenda, as we have been in many consultations in discussions about looking at different point of sales with Queen Victoria market management.

Submissions will not be accepted after 10am.

The point of sales will work great for fresh produce as it will help in double handling of produce, help keep the produce Verm proof, assist us with having our stock at our stalls. We will also save time with packing up and unpacking which is ia big part of our day . With some of the point of sale it will keep produce maintain especially in heat conditions.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jane Stanley

Email address: * jstanley49@bigpond.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: 6.4 Queen Victoria Market Precinct Renewal

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It looks as if the Council is treating market stall holders as if they were shops, and this is not appropriate. One of the points of difference and competitive advantage for a market is that customers for fruit and vegetables know they are getting fresh produce, with unsold goods being sold off cheaply at the end of the trading day (something which low income people may depend on).

There is some evidence from markets elsewhere that if storage options are introduced, traders will retain the unsold produce for sale the next day, with the result that it is less fresh. This can help their profits in the short term, but in the long run this can reduce the appeal of the market for customers.

When I started working with markets I initially made the assumption that providing overnight storage for traders would be a good thing. However I was quickly corrected by others indicating the problem I have described above. In the Pacific region it has been raised as a significant matter of concern by researchers at Queensland University as well as an experienced colleague of mine working with the international Food and Agriculture Organisation.

I have checked the situation with some of the iconic markets elsewhere – Borough Markets in London, La Boqueria Market in Barcelona and closer to home Paddys Market in Sydney. Provision of storage for traders does not appear

to be a priority at these markets. In fact things seem to be going in the reverse direction, with encouragement for transient pop-up stalls that can demonstrate innovative products. Where storage is provided this seems to be largely focused on luggage lockers for customers to use while they are going around the market.

If this is a mis-step by the Council, the extraordinary costs of providing these storage options and the impact on the spatial arrangements within the market would be unjustified. If the costs are passed on to traders than this may force out those who prefer to trade in fresh produce, replacing them with more shop-like traders who value storage facilities.

Please indicate Yes
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would like to
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Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Karen Birthisel

Email address: * admin@gardenorganics.com.au

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Queen Victoria Market Precinct Renewal – Fresh Produce Point of Sale Storage Project

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As the business owner of Garden Organics located at the Queen Victoria Market (QVM). I would like to express my support for the QVM fresh produce point of sale storage project. QVM management and traders have been working together to develop Point of Sale units for traders to use in their stalls.

The QVM is a unique market where the stakeholders are wide and varied – each with their own interest in what they want from the market. As a trader we need to operate within these interests to maintain the approval of the stakeholders. The technology in food preservation when on display has developed over time however we are prevented in implementing these developments due to the perception of what the market should be and the historical overlay.

Being an outdoor market, traders are constantly battling heat, wind, food safety concerns, pests, theft and vandalism. We lack basic food handling needs such as hand washing facilities. There is a need to help traders implement new technology and address these issues. The Point of Sale storage units are an excellent solution to these problems.

The units incorporate under bench refrigeration that will assist traders to keep delicate produce like berries and soft leaf items at temperatures they should be kept at. Summer is a difficult time for delicate produce as temperatures can reach over 40C under the shed, destroying the freshness of the produce. We want to be able to have premium quality for the customers who shop in the afternoon – not tired, overheated produce that will

breakdown quickly.

The point of sale units have rodent proof storage underneath, improving on the safety of the produce stored there.

There are handwashing units to satisfy food handling requirements.

In conclusion, the point of sale units will assist traders in managing fresh produce by using refrigeration to maintain freshness, will protect produce from rodents and will provide handwashing facilities at the stall. The open aspect of the market will be maintained for customers and keep the historical look alive. I have traded at QVM for 19 years and over the time there have been various proposals to address the issues outlined above however none have been adequate solutions like the point of sale storage units will be. It would be disappointing if the proposal didn't succeed.

Please indicate No
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would like to
address the Future
Melbourne
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phone or Zoom in
support of your
submission: *

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*

Name: * Rocco Modaffari

Email address: * theeggspertsqvm@bigpond.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: 6.4 Fresh produce point of sale

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear the Honourable Lord Mayor and councillors,

I am a trader at The Queen Vic Market and am in full support of the new point of sale options. I Believe the market needs an urgent upgrade in the way produce is displayed in the open sheds. With better displays and refrigeration it would be much easier for traders like me to operate our business. We need more facilities like this closer to our stalls to help us hold stock, store stock and keep our produce in a food safe way when the weather is hot and away from rodents. Also we need to be able to have cool rooms closer to our stalls(ie behind our stalls) so we don't have to waste a lot of time of moving stock up and down Queen st through out the day. This would save us time , double handling of our produce, and we wouldn't have move around the market on forklifts when customers are shopping . With the help of The City Of Melbourne and QVM management in assisting us with the expense, I believe it is a fantastic opportunity for the Market.

Thank you for your time.

Please indicate whether you would like to address the Future No

Melbourne

**Committee live via
phone or Zoom in
support of your
submission: ***

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Charles Sowerwine

Email address: *

c.sowerwine@gmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

6.4 Queen Victoria Market Precinct Renewal – Fresh Produce Point of Sale Storage Project

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

See attached

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[rhsv_sub_qvm_fmc_6.4_21.06.15.docx](#) 291.75 KB · DOCX

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes



ROYAL HISTORICAL SOCIETY OF VICTORIA INC.

239 A'Beckett Street, Melbourne 3000

Submission to Future Melbourne Committee, City of Melbourne, 15 June 2021

Re.: Agenda Item 6.4

Queen Victoria Market Precinct Renewal – Fresh Produce Point of Sale Storage Project

We formally request FMC defer consideration of this issue for three reasons.

1) This proposal represents a major break in the market's operation and in its aesthetic. Its significance and its deleterious implications for the Queen Victoria Market cannot be overstated. It requires therefore much more time than was made available with release of the agenda on Thursday afternoon preceding a long weekend. On fairness grounds alone, deferral is called for.

2) Given that, as we point out below, there are significant heritage implications, POSS should not be considered until a revised CMP is produced for the market. The previous, 2017 CMP provided that a new CMP would be required if or when the Queen Victoria Market was added to the National Heritage Listing. The QVM gained national heritage status in 2018, but there has been no movement to produce a new CMP.

3) Future Melbourne Committee, 17 September 2019 - Agenda item 6.6, noted 'that management will prepare an updated QVM Business Case and Implementation Framework, including the retail vision for QVM, restatement of Master Plan projects and sequencing of renewal works, to be presented to a future Council meeting in February 2020.' There has been no movement on this either.

For all these reasons, consideration of POSS should be deferred until a revised CMP, an updated and solidly based business case, and a revised Master Plan are produced and passed by Council.

If, nevertheless, FMC does consider this item substantively, we strenuously urge councillors to vote against POSS.

Point of Sale Storage (POSS) is code for uniform, semi-permanent stalls. Their introduction would

1 Reduce the market's appeal as a fresh produce market competing with farmer's markets

2 Drastically change the look and feel of the market, producing serious damage to its heritage qualities and reducing its attractiveness to shoppers and tourists alike.

1 Reduce the market’s appeal as a fresh produce market competing with farmer’s markets

Customers do not come to the QVM looking to buy goods from stalls like shops. They expect each stall to reflect the trader’s character. They expect that the trader brings fresh produce and sells it that day, selling off unsold produce rather than putting it in the fridge to sell tomorrow, as happens at Coles or Woolworths. If that expectation is disappointed, the market will lose a competitive advantage. There has been no substantive evidence to suggest that the market would gain any significant advantage.

The real aim of POSS is to facilitate the shift to ‘value-added food’, i.e. fast food. As the National Trust has pointed out, this would alienate the market’s traditional focus on fresh produce and supporting small local businesses.” In general, we agree with the Trust that ‘the proposal to increase ready-to-cook or ready-to-eat food offerings, particularly from fresh produce traders under the Open Sheds ... is not justified by economic and heritage considerations.’ The ‘Economic Justification’ given so far is fundamentally flawed. There is no legitimate economic case for this radical repurposing of the market.

2 Drastically change the look and feel of the market

POSS would have a severe negative impact on the QVM’s heritage for its ongoing role and continued popularity as a fresh meat and vegetable market’ (VHR Citation).

The uniform look of semi-permanent stalls—POSS will be movable by forklift only—will completely alter the market’s feel. It would be a significant step toward the aim of the Doyle Plan, modernising and cleaning up the market. This would threaten what visitors value, which is the excitement of the clutter brought about by traditional market function.

Council’s own 2017 report, ‘Queen Victoria Market: Intangible Values’, highlighted that ‘the most common anxiety was around the Market being “cleaned up” or “sanitised,” “made to look like a “food hall” rather than a “working site.”’ That would ‘diminish the experience of being there’.¹ Above all, the report found, visitors to the market value its movement. ‘Constant movement is central to the feel of the site, so changes to it will be interpreted as changes to atmosphere.’² This transformation of the market would gravely threaten its social value, which derives from ‘its ongoing role and continued popularity as a fresh meat and vegetable market’.

Conclusion

POSS is a crucial part of Option A, the latest iteration of the Doyle Plan, which would shift traders from their traditional mode of operation—bringing their produce to their stalls and operating from their vans—and force them into a new mode—unloading their produce at loading docks, transporting their produce to their stall by some unspecified means (electric trolleys have been mentioned at briefings), and operating from uniform, semi-permanent stall counters.³

¹ Shanti Sumartojo, Joanne Mihelcic, Nicholas Walton-Healey, Bianca Vallentine, [and] Sarah Pink, *Queen Victoria Market: Intangible Values* (Final Report Prepared for the City of Melbourne and the Queen Victoria Market Pty Ltd; Melbourne: digital ethnography research centre, RMIT University, September 2017), pp. 8, 24

² *Ibid.*, p. 16.

³ *Precinct Renewal Master Plan*, p. 16.

The aim remains, as it was in the first iteration of the plan, ‘a brighter, lighter, cleaner, greener and more pleasant environment that is clearly historic, yet subtly contemporary.’⁴

Council have inherited the QVM ‘renewal’ plan from the previous Lord Mayor, Robert Doyle. That plan was rejected by the People’s Panel. It has been rejected by the people of Melbourne time and time again. Nevertheless, councillors allow it to continue progressing.

It is a zombie project. If councillors do not take a stand, the market will be transformed into a sterile collection of uniform boutique stalls and hospitality providers, neither of which has hope of drawing sufficient custom. The only result will be the slow withering of a great institution.

(Professor) Charles Sowerwine,
Chair, Heritage Committee,
Royal Historical Society of Victoria.

⁴ Precinct Renewal Master Plan (approved MCC 28 July 2015), p. 16.

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nancy Policheni

Email address: * orders@theapplecorner.com.au

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Module designed storage

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

My name is Nancy Policheni

A co-owner along with my husband joe of the Apple cornerwich we established at qvm 26 years ago i have had along with other traders an input in selecting or choosing which modules would suit our individual stalls which I am very grateful for

I feel that now more than ever and especially in the times of extreme weather and the forever increasing price of vegetables and fruit we need to have more practical and efficient storage and display cabinets with Epping market being so far away and the diesel price that it is, we could minimise going to Epping wholesale market at least by 1 or Evan 2 days if we had more refrigeration or refrigerated benches at qvm, hence lowering our costs.

We at present are undergoing extensive renovations at qvm and many traders would like the opportunity to have more efficient ways of storing and displaying our produce . One very imp reason is also being able to have vermin proof storage.

Having a choice of diff modules and types of refrigeration or refrigerated benches will also make sure that all stands will be able to retain their individuality and identity .

We as traders like to lay out our stalls differently to suit our needs ,and I can only see that by having more attractive displays can only benefit our business greatly .

It would certainly decrease our loss of stock and qvm in having to handle less waste to get rid of .

It is imperative that we also have access to hot water as well as cold.

We need to constantly cleanse especially now since COVID .

Qvm is open market and will always be, but, having said that,we also recognise that customers have a great choice of where to shop. We must be able more than ever in order for our business to survive to display our produce as attractive as possible, and also be able to offer the freshest produce that we can.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee live via
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support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tony Ansaldo

Email address: * tansaldo@hotmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: 6.4 Fresh Produce point of sale storage

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

My name is Tony Ansaldo, my family runs a large fruit & vegetable stall on the corner of B Shed and centreway. We've traded at Queen Vic Markets for over 30 years.

My submission relates to item 6.4 fresh produce point of sale storage.

The agenda item states that management have consulted with traders extensively. The first we heard about this was last week when it was announced so I am not sure who's feedback was asked for when designs were made. I am not sure that these designs would be effective for our business as it would require alot of manual labour.

If we had proper consultation and feedback on what would we could do or what would work it would be alot more effective as there is merit in the scheme to update storage. I don't think a one size fits all solution works for everbody currently in the market.

Furthermore in our experience the vermin problem at the market wouldn't be solved by this as there is a large food source overall and vermin can get in coolrooms even eating through the polyfoam walls.

Please indicate Yes
whether you
would like to
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Melbourne
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support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Blair Haydon

Email address: *

blair.haydon@gmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

Pop up bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'd like to affirm my support for making the pop up bike lanes permanent and request that the program be expanded. I've been cycling to work a several years now as it's the quickest way for me to get to my job in the cbd and let's me get some exercise too. Since the addition of the pop up bike lanes near the museum and on exhibition St I've felt safe cycling in the city for the first time. i don't won't to go back to worrying about getting hit by a car.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jules Ius

Email address: * ameristraya@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: 6.6 Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The expansion of a protected cycling network in the city has truly changed my life. I feel more comfortable and confident getting around the city than I ever have before.

Currently (COVIDly), working from my company's office on Exhibition street is limited to one to two days per week. On those days, I have to coordinate childcare dropoffs and pickups, and currently the only way to commute and arrive on time between home, childcare, and office is by bicycle. My toddler rides in a trailer behind me (and LOVES it).

Let me tell you, riding with a child completely changes the level of confidence I have on the roads. I am happy to filter between cars, merge into traffic, etc. on my own, but I am afraid that drivers would not see her in the trailer, or perhaps they would not care. I'd like to bring her to the city in a post-COVID world to enjoy the wonderful foods, events, and shopping that I get to experience now. That I can now safely ride with her from Footscray Road, along Latrobe St, and almost all the way in to the office, brings me such joy and relief. I can only hope that the cycling roads network continues to expand and improve.

Please, make all pop up lanes permanent, make low traffic laneways permanent, and build more protected cycle

lanes. Drivers make up such a small percentage of CBD patrons, and yet they command the majority of the road space. That space must be redistributed to equally benefit cyclists, PT riders, and pedestrians.

Thank you for your time.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Ross Turnbull

Email address: * r.turnbull@workingheritage.com.au

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * 6.6 Independent transport review to assist COVID-19 recovery

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. I've been commuting to the city by bicycle for over ten years and I would like to commend City of Melbourne for its introduction of protected lanes over the past twelve months. These lanes make cycling safer and inexperienced cyclists (including other members of my family) are more confident cycling in the city with this infrastructure.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * William Watt

Email address: * will@caddiemag.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Bike lanes must be supported

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please stand firm on the existing bike lane roll out and increase the cities focus on making it safer and easier for anyone to access the city by bike or active transport. Melbourne is being left behind by other world cities who are going all in on cycling, including London, Paris, Barcelona, Vancouver and Auckland. Any step backwards on cycling infrastructure would be an embarrassment and failure to follow best practice urban planning. It would continue to facilitate our slide down the list of world's most liveable cities.

The evidence is clear this is the best approach for our city. There is no excuse for caving into vested interests at the expense of the city as a whole.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Belinda Cussen

Email address: * belindacussen@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to commend the additional bike lanes which have been added in Melbourne since COVID-19. There is still not a safe, joined up network in Melbourne, but it does seem positive that more destinations are becoming safer for those of us who aren't aggressive, lycra-wearing sport cyclists. I have long avoided the central city, where those in cars are often driving erratically, easily distracted and not concentrating on the traffic conditions around them. The protected bike lanes are essential for me to even consider cycling there.

With increased population, it is naive to think we can build efficient transport systems in our urban environments using private vehicles. Unless we prioritise cycling, walking and public transport (giving people a safe option to get out of their cars), we condemn everyone in Melbourne, including all the car drivers, to crippling traffic jams, and horrendous travel times.

And I promise, once you have experienced commuting by bike, on protected bike lanes, it's heartbreaking to face the reality of going back to the daily grind in a car.

It's time to build a liveable, 21st century city which looks to the future rather than to solutions which worked in the past.

Please indicate whether you would like to No

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support of your
submission: *

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*

Name: * Matt Bucki-Smith

Email address: * matt.buckismith@icloud.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a resident of Yarra, and soon to be a resident of Melbourne ("the City") when I move house in approximately 3 weeks.

I am writing in support of the protected bike lanes being implemented in the City, and to urge the council to continue the current rollout of bike lanes and to consider further measures pedestrianising streets in the City (particularly the Little streets and laneways).

I use my bike to get to work in the City, and to get around different locations in the city to shop and eat (particularly Queen Victoria Market, Elizabeth Street and Bourke Street).

The protected bike lanes on Rathdowne and Exhibition Streets have made an immeasurable difference to my work commute and the desire of my friends and family (particularly my sisters) to come into the city by bike.

Prior to the bike lanes being installed I often felt unsafe riding to work, and would often prefer to work from home or take public transport to avoid the stress of being sandwiched between parked cars and traffic.

The bike lanes have made my commute almost entirely stress free, and I've found myself riding into the city for things that I would have otherwise been less likely to ride in for like shopping or eating.

Although this is only my anecdotal experience, on my ride to and from work every day I have noticed an almost astronomical increase in the amount of people riding to work compared to before the protected lanes (particularly those on Exhibition and Rathdowne) were installed. Most mornings when I'm lining up at the intersection of Victoria and Rathdowne streets to cross into Exhibition Street, there are at half as many people on bikes waiting with me to cross as there are people in cars – on many mornings there has been equally as many cyclists as drivers waiting. Before the lanes on Rathdowne were installed, there were typically only a handful of people on bikes during the same times – at most, two or three.

In my experience, the lanes have had a clear and sustained impact on people's travel choices (a mode shift towards bikes) and I have little doubt that if the council continues down this path, many more will join – benefiting not only cyclists, but people who have no choice but to drive or take public transport as well (due to reduced demand).

I ask that the council takes my experience, and what I'm sure will be the positive experience of many other people who cycle in the city into account in this review.

Please indicate No
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support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Daniel Quin

Email address: * danielquin@hotmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Independent Transport Review to Assist Covid-19 Recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wish to comment on the Independent Transport Review.

I live in the City of Yarra (Abbotsford) and the provision of separated bike lanes make it possible for myself, my wife and two children to ride safely in the COM for eating out; shopping; going to Docklands stadium (football) and to a lesser extent going to the MCG.

Currently we choose bike friendly routes to do this. We avoid heavy arterial roads such as King Street and Flinders St.

As my children get older I want them to be able to ride or catch public transport in the city without their parents. Separated bike lanes make this possible.

If separated, safe bike riding facilities aren't provided we are less likely to travel into the CBD.

Before the pandemic we travelled to London, Paris, Tokyo, amongst other cities. In these cities we visited, attractions and facilities that were easily accessible on bikes and public transport. We actively avoided motorised traffic areas.

Melbourne should limit motorised traffic in the CBD to essential delivery drivers and essential services. In a city with extensive public transport and safe cycling facilities there is no need for private vehicles in the CBD.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Mitchell Stewart

Email address: * mdstewart262@gmail.com

Date of meeting: * Saturday 15 May 2021

Agenda item title: Independent city of Melbourne transport review

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi there,

I would like to lend my support and congratulations to the City of Melbourne for it's bike lane initiatives. As a daily commuter through the city I no longer feel like my life is at threat whilst cycling through the city. Particularly improvement has been along the Queen's Bridge, Southbank route which was so incredibly dangerous for cyclists.

I wish that the council continue to roll out this initiative as it not only encourages more people to the city, shopping and spending, exercise but importantly reduces congestion given that multiple bikes can fit and park in the space of a one car.

Thank you for your hard work in developing these lanes. People like me feel safer and are looking keenly forward to more lanes constructed to help us choose to take our bike not car when travelling/traversing the city.

Kindest regards,

Mitchell Stewart

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Helen van de Pol

Email address: * hjvandepol@icloud.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * 6.6 Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to request that I be included in any consultation process included in your proposed review.

I fully support the maintenance and possible expansion of the bike lanes installed during the pandemic. As a woman who has ridden bikes in Melbourne for the past 45 years, I would like to thank the Council for their forethought in creating Melbourne as a bike-friendly city. It is the most enjoyable and sensible way to get from place to place for work, exercise, touring, shopping etc and it is thrilling now to see the range and types of people using our bike lanes. We know many women in particular will not ride in cities unless they have dedicated lanes, so I am particularly pleased that more have been introduced to encourage a greater range of people to get out there. Our cities are for people, not cars. There are plenty of cities who have worked out how businesses can still get their deliveries and emergencies and access issues are dealt with, while allowing children and adults freedom to walk and ride in the streets safely. Please hold your nerve against the car lobbyists, they have had right of way for long enough. For myself, I would love to simply enjoy each ride instead of still needing to regard each trip as a political act.

Kind regards, Helen van de Pol

Please indicate whether you No

would like to
address the Future
Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Simon Thielke

Email address: * sim.thielke@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Coronavirus (COVID-19) and Future Melbourne Committee (FMC) meetings

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes and pedestrian facilities.

A Big thank you for the improvements of bike and pedestrian infrastructure most lately on Kavanagh Street in Southbank. The automatic crossing lights have also been a significant upgrade, and more is needed – especially in Southbank. Still lots of room for making things better. Paris is now keeping up with Copenhagen and Amsterdam as super bike friendly cities. Melbourne needs to come on board. All streets in the City need to be safely accessible via bike. We need political determination to get this off the ground. The new bike lanes on Kavanagh Street even shows us, that it is even possible while keeping on Street parking.

Rolling back the investments will be devastating for Melbourne and could potentially making it one of the most unliveable cities in the developed World.

Please indicate whether you would like to address the Future Melbourne No

Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Alice Clarke

Email address: * alicedkc@mac.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: 6.6 Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I just wanted to say thank you so much for installing the separated bike lanes. I've lived in the CBD for 17 years, and never thought I'd be brave enough to try riding anywhere. But, after the separated lane was installed on La Trobe Street, I decided to give it a try and I have fallen in love. I ride everywhere now, and so enjoy discovering this city, my home from new vantage points. Even my 73-year-old mother is considering giving it a try.

During this covid recovery being able to ride has given me new feelings of control and confidence, and I'm no longer having anxiety attacks about needing to take public transport, or considering buying a car.

I strongly encourage you to instal more separated lanes, so more people can experience this freedom, exercise and joy.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in No

support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

David Kuss

Email address: *

davekuss@gmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

Fabulous bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

It's great feeling safe when riding in and around the city, especially at night.

Submissions will not be accepted after 10am.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Declan Napier

Email address: * declan.napier1996@hotmail.com

Date of meeting: * Tuesday 6 August 1996

Agenda item title: Melbourne City Cycling

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The improvements made to cycling infrastructure in and around the city of Melbourne is showing me hope for what the future of this city could hold. When I look at Melbourne and see the life, the people, feel the heart beat of an active and supportive community I feel like Melbourne becomes more than a city, but a hometown filled with an abundance of opportunity for all it's people. If Melbourne wants to be a city that celebrates diversity, and nurtures its buzzing energy, then we need to continue to broaden our horizons, step outside our single-minded lane and make room for more PEOPLE and not cars. Don't create a city that has it's people look out a window and see a concrete jungle of blinking red lights with cars bumper to bumper, let's be a city that welcomes the vibrant, lively, and energetic community atmosphere that Melbourne so needs. If this new cycling infrastructure continues to grow the people will come. As Melbournians have shown during multiple lockdowns we are an adaptable bunch even in times where it is sometimes a forced nudge, but we ultimately know it's the best for the future, and the greater good. The same goes for cycling infrastructure. It makes people, families, and kids feel safer. It's sometimes the difference between me riding to work, to a friends, to the shops. It's sometimes the difference between me getting an hour of exercise in a day opposed to none. It's the difference between me having a day where I feel energised and active instead of sluggish. It makes me feel good. My request to you all is to lead the future, not the present. Learn from others and make bold moves that can be looked back on and that we can thank-you for.....also, can Mt Alexander road please get a separated bike lane? That place can be a minefield.

Thank-you for your consideration and time. Take care.

Declan Napier.

Please indicate Yes
whether you
would like to
address the Future
Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jordan Zhang

Email address: * legendmeebo@hotmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Agenda item 6.6

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Accessing the CBD has becoming increasingly difficult for those using motor vehicles, compared to pre-covid due to a range of anti-motorist initiatives that the City of Melbourne council has undertaken in the past year or two with minimal consultation to all relevant stakeholders.

With working from home and mini- CBD being introduced around multiple suburbs, the city has become a less attractive and unique destination to visit. This is one reason for the downward trend of people visiting the city for food, shopping, entertainment and to work. This has been further accelerated due alienating those who wish to come to the city using a motor vehicle for a range of different reason due to being the fastest mode of transport, mobility issues, poor public transport facilities in their area, covid concerns of using PT and more.

Roads that are owned by the Department of Transport and major arterial roads such as Rathdowne Street have been completely destroyed by reducing it down to one lane in each direction. Some parking are available 24/7 on that route, so clearway means nothing. Exhibition Street is a major throughfare to access multiple points and now it is down to 1 lane in each direction and all centre parking removed. By not only making traffic capacity reduced in half, the council has removed most parking and furthermore banned right turns in intersections such as from Exhibition to Lonsdale Street. This not only make it more difficult to get around and find a car spot, this has deterred many people from entering the city.

People who only require a short-term stay in the city, prefer on-street parking, not off-street car park where its so narrow and takes 5-10 minutes to enter and exit.

Queensbridge St is a DoT arterial road to access the M1 as a route to get out of the city. Now it has a ridiculous extra-large bike lane that is over the top and traffic line reduced to one. How are you able to damage an arterial road like that? You need to stop the anti-car movement.

The council has the wrong mindset to believe that if every street is congested with bike lanes, more people will come back to the city. You have forgotten the fact that some people need or want to drive to the city and by making it more difficult to access the city, they will just avoid it all together.

Sure, bike lanes has its place in the city but it has to be co-ordinated and designed in a way that does not overall affect other modes of transport. For example, for Exhibition street, they is enough width to keep 2 lanes in each direction, while having a modest size bike lane.

My recommendation is to halt all protected bike lane projects, change back Queensbridge St back to the previous form (a bike lane and share path already existed), change back Rathdowne and Exhibition Street back to its previous form, (bike lane already existed) and design bike lanes in a way that does not affect other modes of transport.

For the record, I part-time cycle myself and even I think what is happening in the city now is ridiculous. Why is a bike lane wider than a traffic lane? Also Rohan needs to respect car users as well.

Please indicate No
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Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Sam Smith

Email address: * sam.smith96@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: 6.6 Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

<https://www.heraldsun.com.au/news/victoria/how-innercity-drivers-could-be-slugged-under-new-council-plan/news-story/5c6bb2fef5d18c20b9d16dcf8078c363>

I suggest reading the comments here. Myself and many others who live 10km+ from the CBD are not going to cycle to the city. Myself and other used to love the city to hang out, entertainment, food and work at the office. However, by making it so hard to enter with congestion so bad, we had enough and will avoid the city unless you re-instate the traffic lanes on exhibition, get rid of the useless speed humps on little street, queensbridge back to 2 lanes etc etc.

Quote from someone who lives in the CBD

I live in the CBD near Spencer St and the bike and pedestrian usage of the lane removed on this major thoroughfare is basically non-existent. Traffic on any day is totally locked up with one lane open and difficult access from any side street due to frustrated motorists not stopping at red lights and blocking flow

Out out the few times I needed to enter the city, the bike lanes are barely used. Who spends more in the city? A motorist or a cyclist? A boot holds more.

Sally Capp you got blood on your eyes for the dying businesses and you put in the final nail onto the coffin because you failed to listen to the businesses and other users. You only care about a few cyclisrs who at most only spend on a coffee or two. Blood on your hands Sally Capp. Fix the mess now or the state government and people will vote you out.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Alexander Candy-Levey

Email address: *

a.newtonlevey@gmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

Travelling to the city

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I usually catch the train into the city. When I need to drive, I always prebook parking. Making the city friendly for pedestrians would do wonders, flinders street corner on the steps, would be a fantastic and an iconic area for the city without roads.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Inga Gilchrist

Email address: * ingagilchrist@hotmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: 6.6 Transport review

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I invite council members to consider how bicycle lanes punch above their weight in meeting Melbourne's activity and economic goals.

As a Melburnian who has largely cycle-commuted for three decades, I can attest that bike lanes make for a safer and happier journey, as well as a CBD that smells better and sounds lovelier.

Those qualities make the city a more appealing place to be; and when I arrive by bike, I'm more likely to do multiple errands (spending more money) because I never have to worry about parking.

For Melbourne to regain its prosperity and vibe, bike lanes need to be an important part of the transport mix.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Daniel McCormick

Email address: *

daniel.mccormick@gmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

6.6 Independent transport review to assist COVID-19 recovery

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

A city low in congestion is one that encourages engagement. Keeping roadways moving benefits all users. I ask the transport review to consider allocating all remaining on-street parking to free 15-30 minute during weekdays and peak times. The aim is to eliminate congestion caused by double parking, illegal parking, and drivers circling the city. This will funnel visitors with an intent to remain in the city out of roadways and into dedicated manageable parking that also reduces the incentive to leave the CBD after the 1-2 hours that on-street provides.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Lyda Osorio

Email address: * lydanosorior@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * Bike ride

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I think the improvements in bike lanes is wonderful.
I am back on my bike and feel safer riding in the CBD while before was more dangerous with people opening the car doors or no having proper distance .

A great improvement that allows me to drive without using public transport or car , specially useful right now when social distancing is required and long overdue .

Metropolis in the world, would have cbd close to cars to encourage people walking

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Craig Richards

Email address: *

craigr@bicyclenetwork.com.au

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

6.6 Independent transport review to assist COVID-19 recovery

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submission to be verbal by zoom

Submissions will not be accepted after 10am.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Augustus Brown

Email address: *

augustusmbrown@gmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

Item 6.6 Independent transport review to assist COVID-19 recovery

Alternatively you may attach your written submission by uploading your file here:



[submission_to_fmc_15_june_2021_2mb.pdf](#) 2.09 MB · PDF

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No

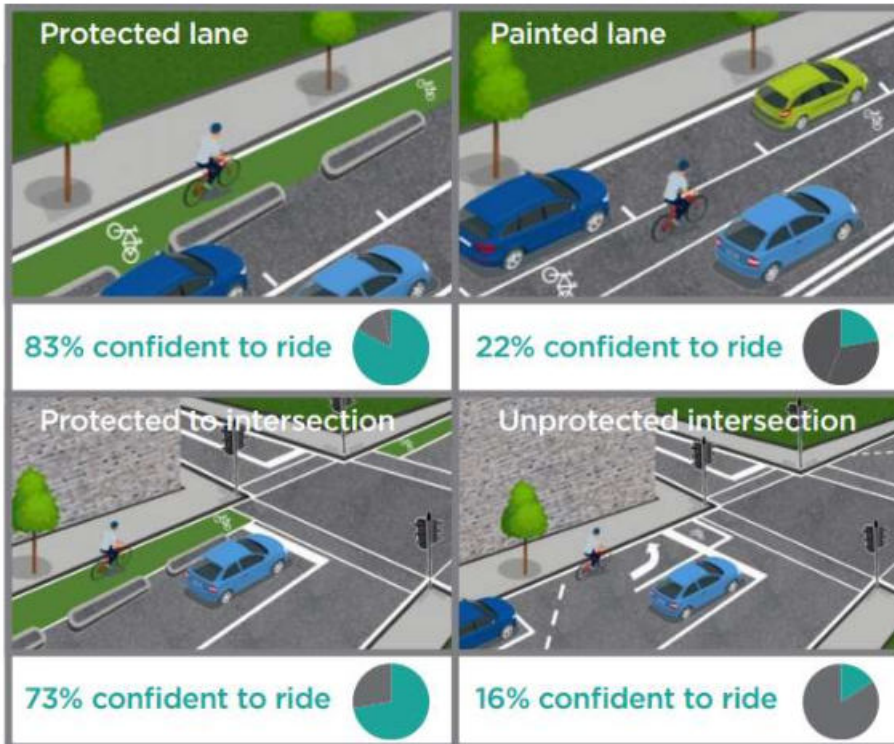
Submission to FMC 15 June 2021 – Item 6.6 Independent transport review to assist COVID-19 recovery

Please accept these pictures and figures showing how protected lanes are encouraging a wider range of people to cycle (and scoot!).

What are the current issues?

People don't feel confident cycling in Melbourne

Concern for safety remains the primary barrier preventing more people riding. City of Melbourne research found that potential bike riders would feel much more confident using physically separated infrastructure than painted lanes.



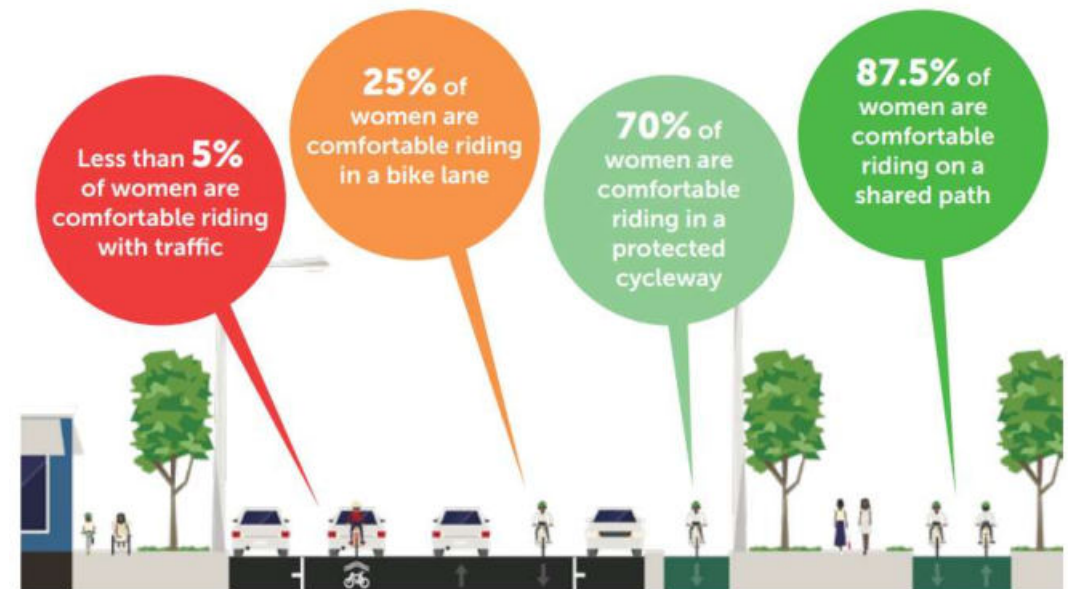
[City of Melbourne research](#)

found that protected lanes on busy streets are necessary to encourage people to cycle

A [Bendigo survey](#) found

protected lanes greatly improve confidence for women cycling

Cycling comfort





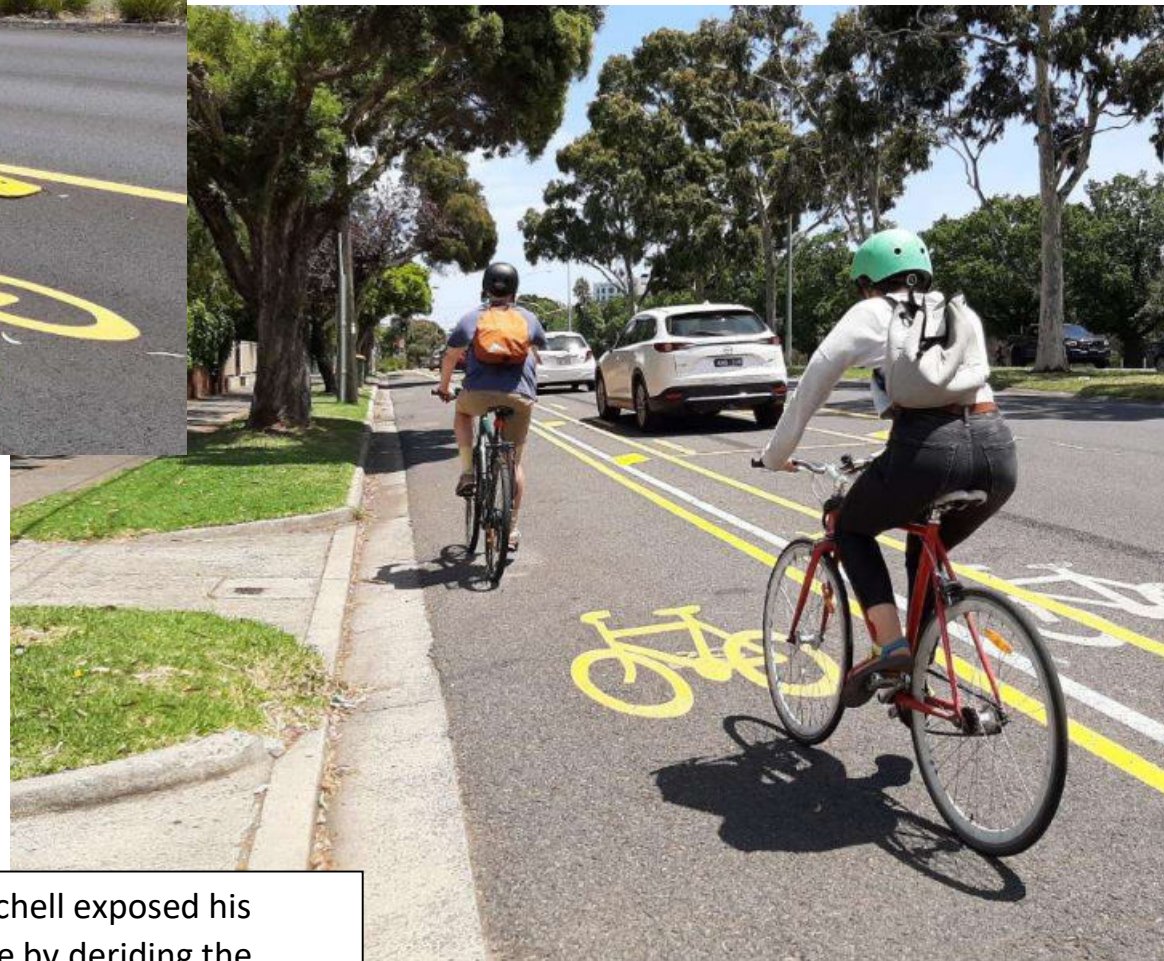
State Government pop-up bike lanes on Heidelberg Rd saw the share of women cycling on the route [increase from 16% to 30%](#)

The absurd reason a 'pointless, wasteful' pop-up bike lane has been declared a success

The state government has declared a pop-up bike lane, which locals say has caused congestion and devastated businesses, successful because it has boosted the number of women on bikes.

Neil Mitchell has been sent a leaked email from the state government about the pop-up bike lane on Heidelberg Road in Fairfield.

The email says the lane a success because "there has been a significant increase in gender diversity".



Neil Mitchell exposed his prejudice by deriding the increase in diversity. Why do we listen to this man?



New Rathdowne St protected lanes significantly improve the level of service for people biking and scooting



As do the new lanes on Exhibition St

 **Unscented Yankee Candle**
@Liger

Getting a coffee on Exhibition St and I can't help but notice aaalllll of the bike riders zipping by in the new protected lanes. What a huge improvement, and there's still room for more.

9:06 AM · Apr 14, 2021 · Twitter for Android



Hill of Content
@hillcontentbook



Riding to us just got a whole lot safer! Yay. You'll spot our awning and burgundy facade at the end of this.

Melbourne Way @MelbourneWay · Dec 3, 2020

It's only a couple of blocks long so far but the new protected bike lane on Exhibition Street feels amazing.

This street used to be setup like a little highway!



▶ 8.3K views

0:05 / 0:48 🔊 ↗

10:59 AM · Dec 4, 2020 · Twitter Web App

The Herald Sun selectively hunts businesses that oppose bike lanes and ignores [businesses that support](#), such as the Hill of Content bookshop on Exhibition St

CBD traders unhappy with Exhibition St bike lane fix

February 28, 2021 12:23 am
John Masanauskas | Sunday Herald Sun
+ Subscriber only

Councils are facing a backlash from struggling businesses who claim that giving more road space to bike lanes is hurting their trade.

Many CBD traders are fuming over new protected bike lanes in Exhibition St, which have reduced car traffic to one lane each way and removed parking spaces between Flinders and Bourke streets.



Riders have taken to the new Queens Bridge St lanes despite the chilly weather

These lanes provide the first dedicated cycling connection to South Melbourne from the CBD



Yet-to-be completed lanes on William and Peel St are already proving popular and offer the first protected route to Vic Market!



New protected lanes on William St near Flagstaff Station quickly became one of the city's most popular routes at the start of 2020 prior to lockdowns



These numbers and more will return as office working resumes and as the protected bike network is expanded



St Kilda Rd is ever popular for bikes.
The new southbound protected lane is
a major upgrade.
Improvement still needed northbound!



Belinda
@belinda255

Really happy to see new bike lanes on St Kilda Rd.
Previously such a dangerous area, great decision
[@DanielAndrewsMP](#)

6:42 PM · Feb 8, 2021 · Twitter for iPhone

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Augustus Brown

Email address: * augustusmbrown@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * 6.6 Independent transport review to assist COVID-19 recovery

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Please accept this additional submission. It's a copy of an article from Sunday's Age newspaper.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[riding_a_bike_is_sweet_freedom_even_if_it_might_kill_me_the_age_13_june_2021.pdf](#)

1.39 MB · PDF

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No

National Victoria [Cycling](#)

OPINION

Riding a bike is sweet freedom, even if it might kill me



[Alice Clarke](#)

Journalist

June 13, 2021 — 6.30am

After years of saying I would never ride a bike on the road, I have fallen hopelessly in love with riding my bike to work.

It's one of the highlights of my day, and despite not being a morning person at all, I now get up at 6am so I can enjoy the bike paths when they're less packed. This is a weird position to be in for many reasons, mostly because I spent my time as a motorist (and as a pedestrian) cursing cyclists for daring to exist.



Cycling during lockdown has been much safer. SIMON SCHLUTER

But now that I've seen the world from the other side, I understand that my problem was usually less with the cyclists themselves, and more with poor city planning that values cars over all else.

After not riding a bike at all (other than a stationary one at the gym) for nearly 20 years, the decision to hurtle my fragile, squishy, out-of-shape body down the asphalt where the fast-death vehicles are was not an easy one. In fact, during the induction tour at my new workplace I laughed out loud at the idea of riding a bike to work. But then came a perfect storm of motivating factors.

First, I am very impatient, and both walking and the somewhat indirect tram take far too long to get to my destination. Plus, the whole pandemic thing has made me even more wary of strangers and germs, and many of the people on my tram route come across as pustules of disease with a primary hobby of spitting on things.

I get to be out in the open air, mask-free, and not trapped with strangers in a metal tube, which is such a luxury during COVID

times.



Separated bike lanes on major arterial roads have proved a hit with cyclists. NICK MOIR

Secondly, my wife is starting a baking business and if I eat any more cake without seriously upping my exercise routine, I will have to buy new clothes, and I like my existing clothes.

But the factor that pushed me over the edge was the completion of a fully separated bike lane on a street near my apartment. That meant I would only need to expose my under-protected, breakable skeleton to cars for six blocks in my whole 6-kilometre commute.

It's this relatively small upgrade to the CBD that has people like me feeling more confident to leave their car at home and ride to work, which in turn will reduce congestion and have long-term health benefits. [I'm frankly shocked there's been so much push-back](#) on upgrading more bike lanes to be separated, as though motorists are the only users of our inner-suburbs that matter when both congestion and climate change are such undeniable problems.

What I love about riding is the feeling of control over my commute. It primarily relies on what my body is capable of, with less emphasis on external factors. We've all been in control of so little for the last year, so having this one thing feels like a kind of freedom I'd forgotten existed.



Safety is always a concern. ANDREW DE LA RUE

Unfortunately, those unprotected six blocks on my commute involve running the gauntlet that is Chapel Street, which [I didn't realise was so notorious](#). I've seen plenty of riders come within centimetres of death on that street and had my own near-death experiences through carelessness of drivers. Many people just don't look before they open their door into a bike lane, or seem to set themselves the challenge of seeing how close they can get their car to a cyclist.

Part of the problem is lack of awareness of the new road rules that say drivers must give cyclists 1-1.5m space (depending on speed). The other side of the problem is the complete lack of enforcement of said rule. A rule is pointless if it's not enforced, and having a crackdown on streets like Chapel Street would save lives.

Cycling through lockdown has been incredible. Fewer cars on the road has meant that I've had more confidence to ride through parts of the inner suburbs that I never would have dared try.

The toe cage on my pedal snapped off and got stuck under my wheel on Russell St on a Friday night, pushing me into the middle of the road. In normal times I certainly would have been run over, but thanks to lockdown I just learned my lesson about toe cages and limped away.

Another part of the problem is that motorists and cyclists have each been conditioned to see the other as the enemy, when our issue is really just poor road design and a lack of consideration for other forms of transport by town planners. The more time we spend pointing fingers at each other, the less time we spend lobbying the people who can actually do something to fix the problem.



The cycling community is very inclusive. JUSTIN MCMANUS

I saw cyclists as my enemy for years, but from the moment I expressed interest in riding a bike I have been embraced by a supportive community of riders. Kind people online who answered my many questions about getting started. Lovely people in bike shops who showed me how it all worked. Not to mention fellow commuters who gave me words of encouragement as I slowly made my way up a hill, feeling like my heart was going to explode from exertion.

As areas get upgraded to be safer for cyclists, and public transport remains packed, there's never been a better time to give cycling a go.



Alice Clarke



Alice is a freelance journalist, producer and presenter.

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Philip Kwok

Email address: *

philip2358@hotmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

Covid-19 transport response and review

Alternatively you may attach your written submission by uploading your file here:



[future_melbourne_committee_submission.docx](#) 12.98 KB ·

DOCX

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No

Dear Future Melbourne Committee,

I write regarding the independent transport review to assist Covid-19 recovery that the Melbourne City Council plans to undertake. I am a resident, worker and cyclist in the City of Melbourne.

I write in support of what the council has done so far for people who ride bikes, especially in the past 18 months, and I strongly hope the council continues prioritising and encouraging people to use active travel such as cycling, public transport and walking.

Prior to Covid-19, I travelled primarily by public transport and walking as I do not own a car. During the pandemic, I re-discovered the joys of bike riding by purchasing a bike – I had not ridden a bike since my teenage years. Now, I use it for work, shopping, exercise and other errands. I'm not alone, there has been a huge increase in the number of people riding bikes across Melbourne since the pandemic started.

I am a regular user of the new separated bike lanes on William St, Peel St, Queensbridge St, Rathdowne St and Exhibition St. I sincerely thank the council for constructing these lanes. Their existence has made me much more confident cycling on the road, reducing my fears of cycling alongside motor vehicles. I eagerly look forward to more separated bike lanes constructed across Melbourne and other suburbs.

Melbourne is a vibrant growing city. Like many other vibrant cities across the world, we need to prioritise walking, cycling and public transport so that Melbourne can be a livable city that enrich the lives of people who live, work and play there. Due to many decades of transport policy that favour the motor vehicle, many Melburnians have become dependent on their cars, which causes a myriad of societal issues such as obesity, air pollution, noise pollution and motor vehicle accidents. The council has the opportunity to reshape this thinking and create an even better Melbourne.

I implore the council to not shy away from continuing to build more separated bike lanes across the city to encourage cycling. Yes, there will be negative feedback from some people, but we need to look at the bigger picture and do what's best for the city. Do we want a city dominated by motor vehicles and all their associated problems, or do we want a pleasant, livable city where people are encouraged to spend time outdoors and lead active healthy lifestyles? What sort of legacy do we want to leave for future generations, given the known dangers of climate change?

Kind regards,

Philip Kwok

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nancy Atkin

Email address: * nancyatkin@optusnet.com.au

Date of meeting: * Tuesday 15 June 2021

Agenda item title: New bike infrastructure

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I understand you will be considering your new bike paths during this meeting.

I live in central Brunswick, I am 73 years old and use bicycle as one of my main means of transport along with trams and walking. My most common path to or through the city is via the cemetery to Swanston Street.

The new path from the pedestrian lights opposite Queen's College, down the footpath, the crossing to the left side of Swanston Street when heading south, and the new separated bikelane in that area have made a huge difference to both bicycle and pedestrian safety. The fact that the bike lane is separated from cars is obviously far safer for all. The clearly marked crossing mentioned above, gets cyclists across the road at a point they are visible, and gets them off the footpath as previously I would probably have crossed further to the south.

I have also found your other new bike paths safer and smoother to navigate but the top of Swanston Street is the one I use most frequently. I urge you to continue with these programs to encourage more people to leave their cars at home when travelling to the CBD

Please indicate whether you No

would like to
address the Future
Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jesse James

Email address: * j.james_93@hotmail.com

Date of meeting: * Tuesday 15 June 1993

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi there.

Just writing to let my councillors know that the inner city protected bike lanes are amazing, and we need more of them. They're built to protect people, and makes riding that much safer.

I live in the inner city, and would love to see more of this. There's a large community that would prefer to ride if the roads had more of them, as they're worried about accidents.

If possible, please look at building more of them, with the Copenhagen lanes on Wellington Street being a perfect example. This will help reduce emissions from vehicles, free up the roads more, and aim towards a healthier and greener city.

Thank you.

Please indicate whether you would like to No

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Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Dugald McGlashan

Email address: * piscador@hotmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * 6.6 Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wholly and fully support the bike lane rollout program currently underway. As a daily user of the bike lanes in many parts of the City of Melbourne, I am much, much safer when able to cycle in protected lanes. Well done Cr Leppert and others on the work being done.

I also think the lanes provide an educational function – as the lanes become a normal part of the road system, other road users will adapt and, one hopes, will even take advantage of them. They need time to have their full effect.

I also hold councils and other road managers have a duty of care to ALL users, not just vehicle drivers. Therefore, safe and appropriate lanes should be provided for active transport modes. Not here or there, but on all routes. If we had the same attitude to road deaths as to COVID risks, we would have a much safer road system.

Work of note, that has made a real difference in my ability to visit and utilize the city, have been the Exhibition St, Queens St/Bridge, and William St lanes. Southbank is also making great, if not slow, progress. I look forward to the Flinders St lanes – a current gap in the network.

Please indicate whether you No

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address the Future
Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

richard robson

Email address: *

prawnonthebarbi@yahoo.com

Date of meeting: *

Tuesday 15 June 2021

Your question

Please could we get more safe infrastructure for people to be able to use bikes instead of motor vehicles. Everyone benefits from getting more exercise. SUV's and 4x4 utes (the most popular cars at the moment) cause massive harm in terms of environmental damage and when involved in an accident. Having spent time in several cities in the Netherlands, I have seen it work and it is frustrating that we have to put up with ridiculous traffic problems and huge lack of infrastructure. Getting people out of cars and on bikes, walking and public transport is the only way forward.

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Brigid MORAN

Email address: * brigmoz@bigpond.net.au

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * Protected bicycle lanes in CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. Protected bike lanes near Vic market have calmed driver behaviour – it limits the amount of cars squeezing through and removes the option for drivers of cars to break the law. It protects pedestrians at traffic lights as driving is restricted to certain lanes . I'm female and protected bike lanes provide confidence in cycling safety in built up areas near the hospital precinct. Students and CBD workers haven't fully returned to work yet so the full benefit of the protected lanes is yet to be reached . There should be no need for car parking to be the MOST supported space into the CBD .

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Penelope Bennett

Email address: * pentouch@hotmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write to express my support for safer cycling infrastructure in CoM, and hope that CoM retains and continues to grow funding and implementation of protected cycle lanes and other measures that create a more sustainable, healthier, connected city. Please ensure that calls for/decision to proceed with a review are not reactionary to some businesses and people's claims that reallocation of road space is detrimental. Is the review collecting data that is not already planned as part of other work, or is it really needed and to be of value?

If the review is to proceed, please add an additional item that specifically address equitable outcomes (including to reflect the Gender Equality Act). As a mother of two girls (without a car) I want to feel safe cycling to work in the city and for them to be able to cycle safely to school in the city (and other cycling trips) and we know that safe cycling infrastructure is a way to address the gender gap, and create a more child friendly city.

Please indicate No
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Melbourne
Committee live via
phone or Zoom in

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Andrew Turner

Email address: * andytuna@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: 6.6 Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The new bike lanes in Melbourne have made cycling in the city safer for me. I have been commuting to Melbourne from Footscray by bike for over ten years. The newly protected bike lanes on Rathdown St and La Trobe St in particular have made an appreciable difference to the safety of my bike riding experience. Physical barriers provide a much higher level of safety than paint, which can easily be ignored by motor vehicle drivers,

Please continue to roll out additional protected bike lanes to increase the safety of current cyclists and encourage more people to use their bikes to ride into Melbourne. This will help improve the health of Melbournians and help us safely recover from the COVID crisis.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in No

support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Craig Mitchell

Email address: *

craig.mitchell@peninsulahotsprings.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

Independent Transport Review

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Hi there

I will provide my submission verbally.

Best regards

Submissions will not be accepted after 10am.

Craig

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Leanne Mills

Email address: * leepoidinger@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * 6.6

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I applaud a review of transport and trust that the methodology and evidence used and arising to guide the final report is transparent and peer reviewed accordingly.

I also would like to add that I am loving the bike lanes. I used to drive 5km to and from work but now feel safer on my bike – the bike lanes are fantastic.

We also don't want to become like Sydney where the traffic is a gridlock. We cannot continue to ignore the traffic in Melbourne and support public transport and bike options. Supporting and encouraging people like me to rethink their mode of transport is needed.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Katherine Firth

Email address: * firthk@unimelb.edu.au

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Independent Transport Review

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing in relation to item 1.1.5, Bicycle riding.

I live in Fitzroy and work in Parkville. Traffic between these areas is often slow, and there are no good public transport links. For this reason, I like to cycle.

In the past, however, it was difficult and dangerous to ride my bike—inadequate space, competing with trucks, or going through parks in the mud. A good safe route via the Capital City cycle trail added more than 10 minutes to my journey each way—which meant a lot more cycling.

The new cycle lanes have transformed my commute. It's safe, I enjoy it, and it's convenient.

The only thing that I would like to see is the lanes extended into Fitzroy. For example, Elgin St has great safe lanes, but Johnston St does not. Queensbury St has great lanes, but Gertrude St does not. This would make it even more likely that I would cycle more often.

Cycling is environmentally friendly, good for my health and well-being, and takes a car off the road for those who

chose to or need to drive. Streets with female and children cyclists are safer for everyone, and I have enjoyed the sense of a community around me as I cycle too, especially after such a difficult year as 2020z

Thank you for your consideration,

Dr Katherine Firth
The University of Melbourne

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Alexander Hay

Email address: * alexander.b.hay@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * Bike lanes in the city

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Just a note of praise for the bike lanes being introduced through the CBD.

Funneling cars into the city clogs the place up, it hits a limit in its potential and will keep people out of the city. It pits the CBD against shopping malls (Chadstone, highpoint...) which it'll never win and shouldn't want to anyway.

The interruptions of COVID keep delaying people's return to the city so their full benefits will take some time to fully present themselves. Please stick with it! Bring people to the city, not cars!

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tony Lammens

Email address: * tonylammens@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Transport Strategy 2030

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I just want to say how thrilled I am by the new bike lanes in the CBD, and the innovative steps that the City of Melbourne has taken to encourage active transport. The thing that makes the CBD different from any other place in Victoria is the total predominance of active transport. This makes the CBD and the City of Melbourne already the leader in moving society towards the direction society is heading. I am so pleased to see CoM embracing this. I live in Nunawading, but commute to the City daily by bike. I was also really pleased to be able to ride with my 17 year old daughter up the new Exhibition Street protected bike lanes and then have a celebratory gelati in Lygon Street. Making it easier and safer for people to know that they can come to the city and be safe and be in a place that brings much energy is joyful. Please carry-on with these improvements!

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in No

support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Brendan lay

Email address: *

brendanplays@gmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

Transport policy

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The separated bicycle lanes in Melbourne CBD have changed my commute for the better, I can now ride to work without fearing for my life. Your policy has removed my car from your streets and if you continue to improve the cycling infrastructure then I will continue to advocate the benefits of commuting by bicycle to anyone who will listen, thus further reducing road congestion.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * philip Patterson

Email address: * philip.james.patterson@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: 6.6

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to provide my use case for the excellent bike paths that have been put in the city over the last 5 years. My wife and I and newborn baby ride our cargo bike into the city as a family to visit the library, do some shopping and have lunch. The new Docklands -> Latrobe bike path and Swanston paths are great for our little, vulnerable family. But there are some areas which combines with traffic that make the trip unsafe, particularly where bike paths join traffic lights. Instead, on days where risks are higher, wet or dark, we should train, but we don't. We drive across the CBD to the Yarra boat sheds and walk to the free tram. This should not be an encouraged/free method of entering the city.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Oscar Jackson

Email address: * oscarjackson1701@gmail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * 1.1.5 bicycle riding

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi, my name is Oscar and I live in Southbank.

We don't own a car but in 2020 my wife and I both bought new bikes, and ride regularly on most weekends throughout the CBD and inner city to go out to cafes/parks/shopping etc. Places we normally wouldn't bother going because they're too far by foot and cost money to get to via public transport.

Because of new infrastructure like separated bike lanes we are much safer and are at a lower risk of being run over by a car, which we appreciate.

Please keep up the good work!

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Kelly Brown

Email address: * kels.19@outlook.com

Date of meeting: * Tuesday 8 June 2021

Agenda item title: 6.6, transport

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As someone who used to frequently visit the city on the weekend , what has happened with the ridiculous bike lanes and decentralised city means no point now entering.

I want to drive in, I don't want to ride a stupid bike 20km to get to the city one day. PT is not suitable too. You want city to die with no business Sally Capp or you want people to come back in? Give back our on street parking spaces and give back our traffic lanes.

Car is an efficient solution to get people in. Stop your hate for motorists. I know someone who is disabled and it's so hard to enter the city now. Blood is on your hands. I feel for the businesses because your government and useless councillors like Rohan Leppert messing the city up.

Please indicate No
whether you
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Committee live via

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support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Michael Kavourakis

Email address: * michaelkavourakis@outlook.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a city dweller and ratepayer, I am in full favour of the rollout of cycling infrastructure that has been undertaken. I think any review should focus on what the future state of our roads should look like, rather than look at immediate road usage, which has been influenced by fear of using public transport and a flight to car dependency. If the aim of the review is to increase car throughput, in my view on road parking should be the focus. I believe the council has done a sterling job on progressing cycling use to enhance public health, reduce the amount of vehicles on the road, and impact climate change. It would be a terrible shame to reverse this fantastic progress.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Eytan Lenko

Email address: * eytan@lenko.org

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Agenda item 6.6 Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

My name is Eytan Lenko and I commute to and through the CBD multiple times a week for meetings. I am the Chair of a NFP that has its headquarters in the CBD. I commute to the CBD by bicycle and so do most of our staff. IT is a healthy, active way to travel, especially during a pandemic, and it significantly reduces our carbon footprint. Safe cycling infrastructure has encouraged more of our team to ride as now they feel safer on the road, this should be applauded and extended. My vision of the CBD is one where cyclists and pedestrians are prioritised and can safely travel around. This would make Melbourne a more liveable and pleasant place to be, encourage equitable take-up of active transport, and significantly reduce transport emissions.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in No

support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Matthew Peckham

Email address: *

matthew.peckham@bigpond.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

Independent review to assist COVID-19 recovery

Alternatively you may attach your written submission by uploading your file here:



[submission_to_future_melbourne_committee15th_june_2021.pdf](#)

102.62 KB · PDF

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No

Submission to Future Melbourne Committee 15th June 2021
Regarding Agenda Item 6.6: *Independent review to assist COVID-19 recovery*

From Matthew Peckham

I have misgivings regarding the Deputy CEO's Report.

1. Point 1.2 under **Scope of Review** calls for an assessment of 'current sentiment and trends'. I am aware that some people believe that retail trade depends on ready access by motor-vehicles. This belief would be a *current sentiment*, but abundant evidence rebuts it. "Key community concerns" may be expressed by vociferous but unrepresentative lobbyists.
2. The time-frame is extraordinarily optimistic. To seek authorisation in mid-June to contract an independent review for delivery in August suggests the possibility that
 - a. Consultants may have already been approached.
 - b. Public consultation will be narrow and brief.
3. Point 9 in the Supporting Attachment requires 'recommendations in the review to be cognisant of the *Transport Strategy 2030*.' Though the *Strategy* was developed pre-pandemic, it was a well-researched, widely-praised and enlightened appraisal of Melbourne's transport future. Many of the trends it anticipated or initiated have been stalled or reversed by COVID-19, but that cannot alter the fact that the *Strategy's* goals were, and still are, a vital and valuable commitment to Melbourne's future.

A review whose recommendations are *cognisant of the Strategy* is not the same as one that navigates the return to those goals. It perhaps opens a suggestion that the *Strategy* be diluted, amended or abandoned.

If a majority of councillors do vote in favour of this recommendation, I hope it will only be after the words ***cognisant of*** are amended to read ***consistent with***.

Thank you.

Matthew Peckham

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nick Montgomery

Email address: * np.montgomery@yahoo.com

Date of meeting: * Monday 14 June 2021

Agenda item title: * 6.6 – Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a city of Melbourne resident. Each day I am working in the office I ride down Rathdowne Street to the CBD. Often I continue down Exhibition Street, other times I ride across to William Street.

My cycle commute has been enhanced immeasurably by the new bike lanes. Although they are not perfect, it has been encouraging to see the City's commitment to these lanes. Exhibition Street in particular is a vital corridor and finally having safe separated lanes along (most of) the street is a godsend. This will surely encourage more women and other more cycle-hesitant groups to try commuting – I know of several in my office who would cycle with better infrastructure. I note that further driver education is required at intersections; many block the separated lane while waiting to turn left and waiting for pedestrians to clear the crossing.

I applaud the City's strategy to reduce motor vehicle congestion, which prioritises the mostly wealthy few who choose to drive into the CBD despite ample opportunities on public transport. The CBD must be for the people, not for drivers of fancy cars.

I also strongly support the conversion of the "Little" streets to shared zones, although I would encourage the City to

convert these into genuine shared zones by removing kerbs, as current street layout still gives car drivers the impression of priority.

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would like to
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Committee live via
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support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tomas Dorrington

Email address: *

dorrington36@hotmail.com

Date of meeting: *

Saturday 15 May 2021

Agenda item title: *

Bike lanes in the city

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council members.

I commute into the city most days for work and shopping. I am a resident of North Carlton. I rode down Rathdowne Street and have been really excited by the new bike lane on exhibition. I believe it is making the city and safer and more inviting place to come to. Keep rolling out the bike lanes.

Tom

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Alison McCormack

Email address: *

alisonmccormack@hotmail.com

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

6.6 Independent transport review to assist COVID-19 recovery

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I will speak verbally via zoom

Submissions will not be accepted after 10am.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Robert Hay

Email address: * rhay@y7mail.com

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to express my support for the improvements City of Melbourne has made regarding active transport infrastructure following COVID-19, and more specifically, the pop-up bike lanes. I have been riding my bike to work for a number of years, but have always felt unsafe on most CBD roads. I would try to use off-road shared use paths like Southbank where possible, but these do not link to my required destinations. On many occasions, I have had to ride my bike on footpaths to ensure my own safety (knowing this is illegal)

The new pop-up bike lanes have been amazing in allowing me, and many other bike riders, the opportunity to access more of the CBD and have safe, on-road space to ride. This reduces the risk to everybody, pedestrians, drivers and riders alike. The pop up lanes on Queenstreet Bridge and Williams Road have been great, an area which used to be a gauntlet of cars, pedestrians and near misses is now a breeze to ride though.

Please keep and expand the pop-up bike lane network, which will allow many more people to access the CBD, the business, workplaces and other attractions. With summer approaching in only a few months, more people will be inspired to jump on their bikes and use these awesome facilities

Many Thanks,

Rob

Please indicate No
whether you
would like to
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Melbourne
Committee live via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Wayne Gibbings

Email address: * wayne@gibbings.net

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * Report to the Future Melbourne Committee Independent transport review to assist COVID-19 recovery

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. I've been a regular commuter in to the city for the last 10 years. I've never felt safer riding to work since the installation of the new bike lanes, particularly Exhibition Street and Williams Street.

Submissions will not be accepted after 10am. Transport participation is infrastructure led – once you build it, people will use it, but it doesn't happen overnight. The work being done now will mean in the future more people choose to ride, which will only make Melbourne a better city for all.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Bronwyn King

Email address: * bk@tobaccofreeportfolios.org

Date of meeting: * Tuesday 15 June 2021

Agenda item title: 6.6 Independent transport review to assist COVID-19 recovery

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee,

As a former Melburnian of the Year and a medical doctor, I'd like to engage with this discussion to note that as we rebuild Melbourne after COVID-19, we should aim for a city that – by design – encourages health and wellbeing. Having safe permanent bike lanes and a bike friendly mindset throughout the city should be a priority. Bike lanes help reduce dependence on cars and thus lead to less road congestion, less air pollution, enhanced pedestrian safety and improved general amenity. At the same time, the more physical activity that can be built into daily routines – the better!

Best wishes for making Melbourne magnificent again.

Kind regards,

Bronwyn

Please indicate whether you would like to address the Future Melbourne Committee live via No

phone or Zoom in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Elizabeth Kim

Email address: *

Elizabeth_kim@racv.com.au

Date of meeting: *

Saturday 15 May 2021

Agenda item title: *

6.6 Independent transport review to assist COVID-19 recovery'

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submission will be provided verbally at meeting

Submissions will not be accepted after 10am.

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

Yes

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tony Penna

Email address: * president@southbankresidents.org.au

Date of meeting: * Tuesday 15 June 2021

Agenda item title: * Agenda Item 6.7 Graffiti Management Policy 2021

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Please find attached.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[fmc_meeting_no._13__agenda_item_6.7_graffiti_management_policy_2021.pdf](#)

159.14 KB · PDF

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No



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Phone: 03 9028 2774
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Submission to Future Melbourne Committee

Future Melbourne Committee Meeting No. 13, Tuesday 15 June 2021
Town Hall Commons, Ground Floor Melbourne Town Hall
Agenda Item 6.7 Graffiti Management Policy 2021

Graffiti continues to be a problem in Southbank, and for that reason, the Southbank Residents Association (SRA) is in support of this motion.

Consequently, the SRA notes and supports the Graffiti Management Policy 2021 and the approach based on the four key pillars of prevention, removal, collaboration and enforcement.

We were also pleased to see that stakeholder and community consultation was undertaken by the City of Melbourne via social media and Participate Melbourne during November and December 2020, with 198 stakeholder surveys submitted. SRA is grateful for the opportunity afforded to residents to provide feedback on this policy.

Section 4.2.10 of the draft Graffiti Management Policy 2021 states that:

“City of Melbourne continuously improve processes to ensure [the] community can report graffiti quickly, easily and accurately. Processes which enable property owners and occupiers to provide consent for graffiti removal are also continuously reviewed to allow for illegal graffiti to be removed without delay.”

These reporting mechanisms are essential in the effort to reduce graffiti. It’s interesting to note that Southbank residents in the Southbank Village area between Grant Street back to Dorcas Street rely on using the Send Snap Solve app to report graffiti in order to achieve any results. SRA has been informed that this app is quicker and easier to use than the City of Melbourne website, and we trust Officers will take this into consideration when implementing the policy and seeking continuous improvement.



We commend the City of Melbourne for collaborating with third parties in an effort to tackle graffiti, including CitiPower electricity power poles, Vic Roads boxes and Australia Post mailboxes, however we'd like to bring to your attention the fact that objects such as traffic lights, power poles and streetlights are regularly overlooked and rarely cleaned. This is in evidence at the new garden on Southbank Boulevard where the streetlight poles have been graffitied all the way down from St Kilda Road, past the Recital Centre to Sturt Street and then up to Grant Street. SRA has been reliably informed that this was reported 12 months ago, but no action has been taken to date.

There is much work to be done, however SRA is optimistic that the City of Melbourne will achieve positive results in the management and reduction of graffiti in Southbank and the wider municipality with the adoption of this policy.

Therefore, SRA are in favour of the endorsement of the draft Graffiti Management Policy 2021.

Tony Penna
President
Southbank Residents Association

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tony Penna

Email address: *

president@southbankresidents.org.au

Date of meeting: *

Tuesday 15 June 2021

Agenda item title: *

6.8 City Cleanliness

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please see attached.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[fmc_meeting_no._13_agenda_item_6.8_city_cleanliness.pdf](#)

109.42 KB · PDF

Please indicate whether you would like to address the Future Melbourne Committee live via phone or Zoom in support of your submission: *

No



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Submission to Future Melbourne Committee

Future Melbourne Committee Meeting No. 13, Tuesday 15 June 2021
Town Hall Commons, Ground Floor Melbourne Town Hall
Agenda Item 6.8 City Cleanliness

Many of the complaints received by the Southbank Residents Association (SRA) relate to the overall cleanliness of the suburb, and we welcome this agenda item before the Future Melbourne Committee (FMC).

The already transient nature of many of our Southbank residents was compounded with the beginning of the pandemic in 2020 and the subsequent high turnover of residents from repeated lockdowns. This has resulted in a surge of rubbish dumped in front of apartments as residents moving out abandon their belongings on the street.

In summer, this situation is made worse when visitors to the area enjoying the use of the botanical gardens and the variety of festivals and events in our municipality overflow our public street bins, which aren't emptied often enough. The fact that the CoM collected 3,223 tonnes of street sweeping material and 1,085 tonnes of dumped rubbish and processed 2,554 tonnes of waste collected from public bins from April 2020 to March 2021, is evidence of this.

As such, SRA was pleased to see the additional cleaning activities planned for 2021–22 which are proposed to be carried out in addition to the standard city cleaning regime.

Furthermore, the allocation of \$16.3 million within the draft 2021-22 Budget to meet these street cleaning and graffiti removal objectives is welcome news. In Southbank, we hope these funds will extend to the much needed installation of public recycling bins past Grant Street to Dorcas Street in particular.



SRA members have noticed the new on-street pedestrian street cleaners operating in the area, and the fact that they are making a positive difference in reducing litter in the area. A welcome addition!

Therefore, SRA are in favour of FMC endorsement of the proposed additional activities to improve city cleanliness as part of the 2021–22 Council cleaning program.

Tony Penna
President
Southbank Residents Association

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Philip Withers

Email address: * pwithers@icbltd.com.au

Date of meeting: * Tuesday 15 June 2021

Agenda item title: Clean city agenda

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I request the Council and its officers review and refocus attention on city hygiene , cleanliness and safety with greater focus on residence and city workers priority needs.

I have a resident of Southbank since 1994 and owner of a global company in Flinders Lane since 1989. I am qualified to bear witness to the city changes and needs better than most.

Key area of concern.

1. Visible issues – high levels of uncontrolled graffiti crime

2. Growing trash and tolerance by council officers that trash, especially trash created by a lack of focus on managing homeless and day beggars is acceptable and normal.

I submit that these issues need to be addressed by “removal” as part of the council mandate and reasons that have prevented these clean up issues dealt with separately.

A final point, I recommend council hire homeless people to pick up trash across the city to help them gain meaningful employment and help the city stay clean.

Shelters can assist to manage this while helping them recover or gain dignity.

Dont let them sleep on the streets or in garbage they may create , its inhumane.

Please indicate Yes

whether you

would like to

address the Future

Melbourne

Committee live via

phone or Zoom in

support of your

submission: *
