

Would you like to provide any further feedback on this project?

1. The greatest area of opportunity to improve on this design for this project involves pedestrian and cyclist safety at the Kingsway / Park St intersection. Currently the northern crossing is the worst as pedestrian are required to take a diagonal path across the lanes of traffic to the median.

If the pedestrian crossing on the north east corner was shifted approximately 5 to 8 metres north along Kingsway it would reduce pedestrian crossing times. All of the pedestrian crossings at this junction would benefit in realignment so that the pedestrian or cyclist crosses the road at 90 degrees to the direction of traffic. Shorter distances for pedestrians means a safer intersection and more flexibility with traffic signaling.

Improved starting boxes for cyclists plus better traffic calming measures for vehicles turning from Kingsway westbound on to Park St. Current measures are inadequate to slow vehicles.

2. For a cycling safety project, there's remarkably few questions relating to cycling on the street and how the design improves this.

Placing cyclists on the footpath without separation from pedestrians will create conflict. Separation is needed. The section of the tram stop isn't indicative of the whole design and is misleading.

The design doesn't manage how the cycle lane rejoins the carriageway. In your design, cyclists are forced to give way to vehicle lanes. Cyclists need to be provided with dedicated road space in the carriageway to facilitate merging (eg at Heather Street).

The cycle paths terminates on a footpath at the junction of St Kilda Road and it's unclear how cyclists read St Kilda Road. Making cyclists dismount to transition to St Kilda Road is ridiculous - It's illegal for cyclists to ride on a footpath in impractical and a design solution that puts all users at risk. Install a temporary connection now instead of noting that you're joining with an undeclared State Gov't project (or show the future State Gov't facility.)

3. The project in principle is needed and long overdue as Park Street becomes more cluttered with trams, cars and bikes with little room for pedestrians let alone a vision of it as ' village heart' of the Domain precinct with its busy tram super stop in its centre and 5 banks of traffic lights between St Kilda Road and Kingsway.

I am an experienced bike rider, live on the corner of, St Kilda Road and Park Street and never ride the length of Park Street because it is risky, narrow route and a safety hazard.

The safest and most direct route is via the already existing and established one via Albert Road with its separate routes from St Kilda Road via parks and wide streets all the way to Port Melbourne.

Trams, cars, bikes and pedestrians are a potent mix The Albert Road route has the benefit of wide streetscapes and few trams and a growing cafe culture

overlooking the small reserve. Once the Anzac Station is finished it is the logical site for consolidating the notion of 'village heart'.

Park Street has been neglected and allowed to become a disorderly thoroughfare. But adding more of the same, notably bike lanes and pavement eating in what is already a space overshadowed by a super tram stop, won't make pedestrian life easier. It also won't be alleviated by horticultural miracles much as I would like to see this increasingly ordinary street looking street given a facelift.

4. I do not support the shared ped/cycle path between Kingsway & St Kilda Rd. The CoPP has a proud history of putting pedestrians first, cyclists second and so on. This scheme puts pedestrians and cyclists into needless conflict with each other. Please revert to the separated bike lane as originally proposed.
5. I encourage and strongly contest council to not reduce the number of car Parks in Park St. I would also suggest they make all the current parking on Park St Permit only.

I also strongly contest the removal of the Brackekeyton (sorry unsure of spelling but is how it sounds) and gum trees on Park St to make way for elm trees. Birds do not nest in Elm trees like they do in gum trees.

I strongly contest any elm trees between Kings Way and Eastern Road.

6. It's important that the bike paths be protected from vehicle intrusion all the way and also not be situated within the door-opening range of cars. Then cyclists will feel safe using them.
7. Is the tram extension along Park St going to happen and if so, when?
8. The direct connection of the Park St bike paths with St Kilda Road, Albert Road and Moray Street bike paths shall result in greater options for cyclists to ride to their chosen destination. The bike paths will provide an important cycling connection in both directions with Domain Road without having to alight a bike which Albert Road doesn't.

A safer Park Street should encourage more pedestrians and cyclists to use it. Many cyclists choose to ride on the wider Park Street footpaths – between St Kilda Road and Kings Way – rather than expose themselves to the safety risk of riding on the roadway. The introduction of the bike paths will greatly enhance the safety for all users including pedestrians, cyclists, cars and trams, helping to reduce accidents and road rage.

The greening of Park Street will soften the overall appearance and become more pleasant particularly for pedestrians. We might all be heading to Park St for some outdoor dining soon.

9. Yes Indeed. It seems a big mistake not to extend the upgrade from moray street to Clarendon St. This short distance would complete the link to the important shopping zone on Clarendon. This section also has commercial businesses, outdoor footpath trading, poor quality pavements that deserve attention it would also make complete sense to connect the tram lines between the 2 parts of Oak st so that people on the train could then catch a tram down through to albert park etc

10. I welcome the landscaping content of the plan , but I very strongly object to the inclusion of a bike route in Park Street east of Kings Way. As far as I have noticed ,there is virtually no current usage of this section of Park Street by cyclists. The proposed bike route will reduce the 6 metre wide footpath to 3 and the 1.8 metres wide where outdoor dining occurs and consequently discourage pedestrians from using it because of the narrowness of the new footpath. Also the bike route will create more problems to the already difficult traffic situation accessing Kings Way because drivers have to keep a safety distance from cyclists and this will slow down the traffic in this section even more.
11. This project will significantly improve Park Street for the overall community and result in a balance by providing a bike path, introducing greening and landscaping, upgrading the footpaths and retaining some parking transforming an ugly street to something much more pleasant. It will provide an important cycling connection in both directions with Domain Road without having to alight a bike which Albert Road doesn't. The introduction of the bike paths will greatly enhance the safety of pedestrians, cyclists and motorists. The greening of Park Street will soften the overall appearance and improve the amenity of using it as a pedestrian and will make it more inviting for outdoor dining. Hopefully the dreadful mess that is the vehicular traffic in Park Street as well as permit parking for local residents will be addressed in the near future.
12. The focus of the improvement project should be on those who live, work and shop in the area, not those who pass through.
13. The overall design of the improvements to Park Street looks very good. It will provide an excellent connection for bike riders to South Melbourne and Port Melbourne. The improvements are needed to help bike riders commute from Anzac station to the above areas. I believe Park street is a great option to provide a bike route from the East to the West. Furthermore, the current safety for bike riders in Park Street is very poor so these improvements addresses this issue.
14. I think your design whilst addressing some aspects of making park street more user friendly for those who are not in cars, is quite limited in vision.

1. A more ambitious concept would be to enhance pedestrian access across kingsway. This is the dominant factor hobbling pedestrian usage. At the moment and in your future plan its dangerous. Pedestrians are stranded in the middle during quick light changes or run down by traffic turning into kings way. The aged and the disabled are completely disregarded by this crossing and by your future proposal.

Have you considered an overhead bridge. Perhaps from Napier Street. With wheelchair access. Important I would think in linking south Melbourne to Anzac station.

2. The proposed street planting whilst commendable, seems to preserve what is currently there. Planting ' natives is great but could we be more biodiverse and tap into the already burgeoning local groups Planting for pollination. We have the botanic gardens at the east of Park street. Why is this not a major factor in the plan for Park st? We could have a pollinator pathway right through the street.

3. Drought is going to be a major issue in the future. Where are we getting the water from to support a greener inner city? Could we use storm water on any of these parkland? Underground catchments under the proposed plantings?
15. I would like to see Park Street enhanced as suggested as I think it is an eyesore at present.
16. These latest proposals before the community would DESTROY this precinct.

The reduction of any of the existing pedestrian walkways and footpaths in this precinct would be an absolute tragedy and an awful, awful legacy that I would think, on reflection, none of you would wish to bestow upon the ever growing community in the area.

A real and fantastic opportunity exists with the pending completion of Anzac Station to ensure the short Park Street thoroughfare between St Kilda Rd and Kingsway for pedestrian movement remains as is, such that the increased foot traffic and the opportunity to revitalise this area with shops and on street dining etc (which the proposed bike path would destroy forever) can be enhanced.

Please do not leave this Park Street bike path as your devastating legacy for the community - rather proudly congratulate yourself when this section of Park Street becomes a vibrant, pedestrian safe and enjoyable area for the local community, of which we are many, to enjoy into the future. And the Olive Tree survives!

Please support the local community and not ignore them over what quite frankly is a limited number of bicyclists who could continue to easily and comfortably traverse the few hundred metres on foot if they have to. There are better alternatives for bike riders without destroying the future opportunities for this community.

I have reviewed all the relevant material, including the CDM Research Comparative Bike Corridor Analysis. There is a fundamental flaw in the thinking behind these proposals.

There is little or no consideration to the notion of what might otherwise be to the overwhelming benefit of the community.

Improving the streetscape in Park Street between St Kilda Rd and Kingsway is a no brainer - any cursory look at the location now will bear this out. However all of this will be to no avail if existing footpath widths are to be slashed for the purpose of bike paths as proposed. The area is already congested, forgetting for a moment the further loss of on street parking, which is not my priority here.

But no regard at all seems to have been had to what would be a much more significant community asset if the footpaths are retained at their present size.

Consider for a moment the significant, sadly, over population of the area by even just the presently already approved high rise residential accommodation in this precinct and the impact this has on foot traffic. Consider too the funnel that will be Park Street for pedestrians when Anzac Station and the new tram interchange is operating. To further narrow the pedestrian access in this area of Park Street

seems to me to be a madness, when a genuine forward looking plan with shops, eating establishments, on footpath eating areas (as already now exists), to accommodate the huge surge in foot traffic and to make the whole area so much more attractive and liveable, surely is a much better plan for Park Street.

It is clear there are other viable, better, bike route alternatives in the area without having to damage Park Street forever and irretrievably. I have to say that the CDM research and subsequent council proposals seem rather self-serving and do not in my view provide a true comparative analysis of the benefits of alternative routes, none of which would have the same devastating affect that would be caused to Park Street by ripping up important existing footpath space. I understand that others, including the G12 group, have also identified alternate solutions which make much more sense in terms of community benefit overall.

Note too the exorbitant cost of having to relocate, again, electrical supply to the tram system and the further long interruptions to tram services as we have already had to endure. Note also that the intended extension of the tram lines across Kingsway to the west, a really positive development for the community, will also significantly compromise traffic flow if bike lanes are installed. It frankly is not very far for a cyclist to disembark and walk their bike a very short distance - a small sacrifice for what otherwise would be the sacrifice of an enormous opportunity to create a fantastic community space along Park Street by retaining the existing footpath real estate. This surely must be about the benefit to many not the few, particularly when there are better alternatives.

The local community are already beginning to experience some improvement by on street eating areas and with developments planned, including the Mirvac building, will enhance this further - to effectively put a knife through all that would be devastating for the area. Council funds can be put to much better use for the community at large.

Please oppose the introduction of bike lanes into Park Street to ensure that the overall opportunity for a much greater community benefit can be delivered, by retaining the existing footpath space along this section of Park Street and developing a real welcoming streetscape and vendor enhancement for the community, so it is not lost forever.

Thank you.

17. The Council's design team should be commended for this plan; very thoughtful and logical.

I think what is proposed is excellent in that it tidies up/beautifies an otherwise dull/dreary dead section/precinct which I see as an important link from St Kilda Road to Kings way and South/Port Melbourne which after the completion of Anzac station will be likely to be more frequently used most likely (particularly) by bikes and cars (perhaps[and hopefully less]) as a result of greatly reduced Albert road access from St Kilda Road.

I think it will make the area a more local/community precinct which will be important with the proposed future residential accommodation.

Having said that I believe it is crucial given the planned future increase in residential accommodation adjacent to Park Street that it is be designed in a way to discourage "rat run" access to and from Kings Way/St Kilda road so that drivers will in fact be persuaded to limit its use and use Kings way only.

The idea of having specific bike lanes is also excellent as it provides a designated somewhat protected route for bikes not only coming too and from Anzac Station and Kings Way/South Melbourne to the west but it will be an important east/west link for bikes travelling between South Melbourne etc to South Yarra and further east and the Royal Botanical Gardens and visa versa

- 18.** The proposed street scape plan is good as Park Street will be the main link for cyclists travelling to and from Anzac Station and the number of cyclists will increase when the station is completed and things open up.

I believe Park St is a key connection route between the East and West, giving easy access to South Melbourne, Port Melbourne etc and to and to South Yarra, Toorak etc via a direct link from Park St into Domain Rd. The New bike paths in Park Street will definitely make it safer for pedestrians cyclists and motorists.

The beautification of Park Street is essential to compliment the Anzac station as it is currently very drab and uninviting. The new bike paths will enhance the streetscape and bring increased community use to the area of retail and dining.

I am happy to see the availability of parking will be maintained in Park Street whilst the streetscape will be beautified.

- 19.** I strongly support the focus on utilising footpaths for dining areas to introduce street life. Please do not reduce the width of the footpaths. I do not support the bike lanes, the street is already narrow thanks to the new tram stop. Why are bike lanes required when provision is being made for bike lanes in Albert Rd? Increasing the tree cover and planting would definitely improve the street. I do not support removing the left hand turn from Park St to Kings Way.
- 20.** Seems another waste of ratepayers money. Can't see the value for money in the proposals. Only offers less functionality. Definitely don't need a bike lane.
- 21.** I do not agree with cutting into footpath to provide bike lanes. There are already bike lanes on Albert Road and St Kilda Road.

Park Street is already congested and has lost on-street parking.

Traffic light cycles (Wells Street and Kingsway) are horrendous, we can't afford to further restrict traffic movement in Park Street.

22. I am concerned about the proposal between Kings Way and Moray. I agree that the section between Kings Way and Park Street requires considerable street scape work and I'm broadly in favour. Between Kings Way and Moray, council need to look after the street scape assets and assess the health of the trees (eg the tree at 139 Park Street fell two weeks ago). Park St is a major connection to a major arterial road. Eliminating the left turn onto Kings Way out of Park Street is unhelpful - it's already hard for local residents to move around the area by car when required. A dedicated bike lane between Kings Way and Moray is not currently required and ignores the high density of pedestrians in the medium density City Edge project. It is accidents waiting to happen with on street parking. If the tram extension is implemented, bikes could have a dedicated lane between the tram tracks.

23. The design will be good for pedestrians, cyclists and cars

24. I am more so concerned that there are several apartment blocks being put within a block or so of park street, which will increase demand on car parks. I recently moved from southbank where there is extremely limited parking and this led to several minor car accidents, road rage and theft.

In the event someone parked illegally (which was frequently), this would cause residents to be unable to access their homes, as the carpark access or street access would be blocked. This needs to be considered given we are already tight on parking in the area.

25. The provision of on-street parking seems a poor use of space in such a constrained area. Any "parking" should be restricted to well-managed deliveries and pick up / drop off, although, as already proposed, this ought to be able to be managed within side streets which seems a much better solution. The proposed bike path also seems very over engineered and uncomfortable.

Taking sidewalk space away from pedestrians seems a poor compromise. The major issue should be with regard to restricting vehicle traffic to local movements only. In conjunction with that, you can then control vehicle movements and speed, focus on the tram and pedestrian movements, and allow for comfortable on-road cycling. Does Park St really need to carry through vehicle traffic? The more traffic, the less attractive future on-street dining or living opportunities would be, and if you put the bikes on the sidewalk, there isn't space for these future opportunities.

Strongly support improving the on-street experience for pedestrians, tram movements, bike movements and on-street dining, and ensuring local vehicle access to residential and commercial garages. However, I'd strongly encourage you, to stand back re-think how the space is managed, to really ensure a long-term improved environment for all.

26. Park St provides excellent rider connection across Kingsway to Sth Melbourne, Port Melbourne and surrounding areas from St Kilda Rd and Domain Rd, better than any alternative route.

Park St will be the preferred bike and walking link for travel to and from Anzac Station for areas south and west of Anzac station.

From a strategic bike path network perspective, Park St is a key connection route across Kingsway between east and west.

Cyclists use the footpath in Park St rather than ride on the road currently.....need dedicated bike lanes for this substantial and increasing bike load.....pedestrian safety issue.

Cycling use is only going to grow with the uptake of electric bikes and scooters. A dedicated bike lane to connect Domain Rd and Anzac station to the western suburbs is critical to ensuring safe bike flows.

I strongly support the Council proposal.

27. I strongly support Port Phillip Council's proposal for the bike path on Park St. It will provide attractive, safe and utilitarian access for pedestrians, bike riders, trams and cars.

It is increasingly important that pedestrians and bike riders are given safe and attractive access from St Kilda Road to South Melbourne and beyond along Park St.

I look forward to the development with great anticipation.

An example of listening to the community and providing for the City of Melbourne.

28. Providing canopy cover is very important.

29. I feel the council should work with the owners of XX Park Street to buy and demolish the building to potentially add more green space to the area and remove the potential of another, not needed, apartment block

30. Let's get on with it!

31. A plea for all the bike lanes to be protected lanes separated from cars and pedestrians.

32. 1. Why don't you also ask the question-how do I find riding down Park street now.

2. Present the context that making Park street safer for bikes will turn it into a major safe bike route for bikes from COPP and further down the bay-so very important route into town.

3. How many reported accidents both bike and pedestrian have there been on Park Street in the last 5 years

33. The proposed bike paths will be awesome - I ride both ways on Park Street every day and it is one of the most dangerous intersections especially riding towards St Kilda Road from Kings Way as there is no bike path at all and cars never observe the legal clearance distance from bikes. I would like to see opportunity for community gardens (raised beds) in the reserve areas like there are in other public spaces in Port Phillip.
34. Putting bikes onto the footpath before the intersection is nuts. It's giving left-turning motorists priority over cyclists going straight, and is bound to cause crashes. No bike lane at all is better than this stupidity. Appropriate transport—PT, cycling, pedestrians—should have the first priority, and only if there is room should private motor vehicles be given a look in. Your design inverts that.
35. If bike lanes are added then parking will be taken away from residents. Parking is already so limited and I don't see there being an alternative option for us to park anywhere else. I'm strongly against this.
36. Easy access to bike parking from bike lanes (lowered curb/gutter) would make bike parking and therefore bike riding easier and more accessible for those with large, heavy bikes, or those without the strength to lift their bikes over the curb. This would be ideal around activity hubs/businesses/schools.

I would also like to see an easy and fluent connection through Eastern Reserve through to Eastern Rd, especially for riders travelling west along Park St. This could provide an easy connection for riders accessing the primary school or just riding via the lake area, at not too big a cost.

37. Ensure cycle lanes have plenty of distinction from the road visual and physical. And feel safe for women and children to use.

Ensure bicycle priority traffic lights are installed.

Ensure adequate bicycle parking facilities for visitors, workers and residents are provided.

Ensure plants are maintained and watered after installing to ensure proper establishment.

38. More separation of bikes and cars needed in plans. People will be reticent to use areas exposed to cars
39. I think the bike path is a solution looking for a problem. Bugger all cyclists use the street as it is. I say this as a cyclist, past and present.

The proposed path would be a major hazard to pedestrians. Some cyclists are loonies and to have the path run onto the footpath... How long before a cyclist in a hurry runs over a pedestrian - there are so many old people in my building who walk the street.

I feel for the restaurant on the north side. The Olive Tree doesn't have tables out the front, but could.

There is a new development on the south side that, I assume, has a number of restaurants/retail included in the plan. How will this affect them.

In short, I think the plan is a bit of a dud.

The new Anzac Metro station will bring in more pedestrian movements; the traffic is bloody awful now, so much worse than when we moved into the big smoke five years ago from our 'country' town of Williamstown.

When I read about the idea of a bike path, I couldn't understand how it would be done and keep the existing trees as well. I still can't.

I object. Keep it as it is.

40. Please give cyclists a space to wait at the traffic lights, and a "head start" on the lights changing.

The worst thing would be for the bike lanes to suddenly end and put cyclists into conflict with motorists and pedestrians. It's not safe for anyone that way.

Pedestrians need a "head start" on the King Way crossing, particularly the city-side ones.

41. Bike lanes should be a part of the road, not footpath.
42. Please don't remove the left turn from park st to kings way. It's sometimes the only way for residents to cross towards south Melbourne shopping precinct, or take kings way, since traffic in area is usually bad during peak hours, with drivers refusing to provide local residents opportunities to merge into traffic
43. I live in South Melbourne and would really appreciate a good connection through to Anzac Station, particularly by bike
44. We have suffered a lot (Park Street), due to the super tram stop, traffic light installation and the amount of property development sites - construction noise and dust is seemingly endless. We need a moratorium on any kind of significant construction activity for at least 5 years.

Park Street needs a loading bay on Park Street itself. Park pre-dates the need for a delivery bay at the rear, so we don't have one. Delivery vans need somewhere to pull up. I have suffered missed/postponed deliveries, since the tram stop was built, because delivery drivers cannot find anywhere to pull in.

Park Street needs a pickup bay on Park Street too (i.e. the same bay as the loading Bay), for taxis and ride share vehicles. We have no infrastructure for allowing taxis or ride-shares to access the rear of the property. In fact, we have a security issue at the rear as it is, so we want to make access to the rear harder, not easier.

And we have an awning on Park Street, where we can wait for taxis/ride-shares. Waiting round the corner on Palmerston Crescent is too far to carry heavy bags and is then exposed to weather while we're waiting. We need a pickup/delivery bay on Park Street itself

The increased street parking on Bank Street is a good initiative, but is inaccessible from the south side of Park Street. Once visitors have unpacked, or tradespeople have unloaded their equipment, which they'll need to do as close to Park Street as possible (currently by temporarily using the rear car park access -

but only temporarily. Park Street does *NOT* have off-street visitor parking, nor any room to accommodate any) - people can't then drive to Bank Street (by any sensible route) to access the on-street parking on Bank Street.

The intersection of Park/Wells/Palmerston can now be easily modified, thanks to the new traffic lights, to allow traffic to safely move northwards across Park St (from Palmerston to Wells), with just a (very) minor adjustment to the traffic light sequence, and the removal of just 1-2 metres of kerbing.

Such a change would greatly benefit those who live on the south side of Park Street (in the "triangle" formed by Kingsway, Palmerston Cresc and Park Street), without impeding, or posing a safety risk to, trams, other traffic (including street cyclists) and pedestrians. This enhancement to the Park/Palmerston/Wells intersection is vital.

We need direct bicycle access to Wells St and St Kilda Rd (as well as car access). We had this before the tram stop (removing it was a backward step). This will allow us to cycle to the St Kilda Rd bike lanes (which are earmarked for improvements themselves).

Currently, because of the restricted intersection (see above) we have to walk our bikes across Park Street before we can ride them. We should be able to ride from Park Street to St Kilda Rd, without having to ride via Kingsway (which would be dangerous).

45. Don't plant huge trees, flowering shrubs are great, we need some colour.
46. Please don't do this to us the permit zone parking and paid zones are always full as it is. This would be a big issue for many many people. The bikes have a very wide road as it is and there are no problems. Thank you
47. Totally support the project and believe the improvements will be beneficial to the overall community
48. The council has ignored residents' many objections to parking and access since we moved into the area. It was always obvious, as regularly advised to council, that parking in the area, moving through the area and getting into and out of the apartment buildings was a nightmare. All made worse by Council approving more and bigger buildings. Then "super stops" in Park St and narrowing roads with restricted access compounded the Council's errors. Now, under the guise of "improving" the area, we will get narrower footpaths and bicycle lanes that will just make for more congestion.

Landscaping is fine but the headlong devotion to bikes on a street that has very limited bike traffic is based on ideology not planning.

As a payers of significant rates, the bicycle lanes will compound the problems we have observed the Council has created over the last 15 years.

Reluctantly, we accept we will be ignored and will, in our mid-seventies, see the area continuously become less user friendly under the pretext of "improvements".

49. Taking away pedestrian space is not a good idea. Like the planting of trees and flower beds though. Rarely see any cyclists using this street.
50. Bike lane should have a slight grade separation from pedestrian footpath. There's a similar one recently put in at Blackburn station (at grade with footpath) and it is constantly full of pedestrians spreading out to walk 4 across - lots of conflicts.

Also where the bike lane transitions from footpath to the road (the final slider mock-up image) there needs to be some kind of physical separation between the traffic lane and the bike lane. In the past where I've experienced this arrangement traffic will disregard the bike lane and just pull in over it or cut the corner when turning. Extra protection needed if the bike lane is going to be repeatedly transitioning between footpath and traffic lanes.

51. The bike lane design looks suboptimal - the whole going onto and off the footpath approach looks unsafe for cyclists and pedestrians.

This is especially perplexing, since on the third before/after photo, there is plenty of room on the road - you would need to take away a turning lane and some car parking.

It feels at the moment that cyclist and pedestrian safety is being prioritised below cars driving fast.

52. I currently ride along Park Street but it doesn't always feel safe and I am reluctant to use it when I have my children with me. Protected bike lanes mean we could choose to ride more often, and I'd feel more comfortable as they get older and want to ride by themselves.
53. The connection crossing West over Kings Way — with the removal of the slip lane and separation from cars — looks great. As a rider, I currently spend a lot of time waiting behind traffic banked up to cross/turn onto Kings Way, so it'll be great to be able to ride straight on through to the front of the queue and onward into South Melbourne. The planting is also a really thoughtful touch.

The two sections of bike lane on the south side that jut out into the traffic lane seem promising, but I think need a really significant physical barrier — like a thick bike lane protector, planting or bollards to make it safe and make sure that cars don't continue straight and plough on through the bike lane. The standard City of Melbourne buffers (on Williams St/Queens Bridge/etc.) would probably be enough, but the curve out into traffic makes me a bit nervous. Some really well-planned separation is needed here.

One thing that I think is majorly lacking is thoughtful connections for those travelling southbound along St Kilda Road, turning onto Park St and then onto Moray St — this is my daily commute from the city to St Kilda. Currently, the turn from St Kilda Road is quite uncomfortable, and involves either hopping off your bike or quasi-breaking traffic rules. I suspect current conditions will change with Anzac Station opening, so there needs to be a really thoughtful permanent connection devised for those travelling from the CBD and turning right from St Kilda Road onto Park St. Of course, as Park St hits a dead end (the Shrine), it's impossible to do a hook turn at the lights.

I'm also really surprised to see that there aren't better bike treatments proposed all the way through the Heather St roundabout and onto Moray. This is really quite hellish at the moment, and I don't believe sharrows suffice. Something in the vein of the Moray Street roundabouts would be great. The north side lane might be difficult to achieve since it crosses over the tram track, but the southside is crying out for a proper priority where the bike lane runs directly next to the pedestrian crossing on a well-signed, raised table (just like the Moray roundabouts), away from traffic.

Park Street is a key Strategic Cycling Corridor link from the high-quality Moray Street and St Kilda Road (southbank) bike lanes — if it's going to be a true, outstanding cycling connector, then the links between Park St and these two corridors really needs to be better thought out and improved. All improvements are appreciated, but not much fun having a stretch of great bike lanes that are difficult to connect onto and back out of on the other end.

54. All I ask that there is a separated bike lane fully protected from cars both parked and driving. I would like to bike with my children. Please consider the question - would you allow your 10-year-old kid to bike along the lane?
55. I think what really needs to be addressed is the Kingsway Park St. intersection.
(a) The traffic backs up so badly at rush hour (pre-Covid) that all the streets surround Park St. are congested. (b) Crossing for pedestrians and bikes on Park St across Kingsway is particularly dangerous. I walk this route quite frequently. If an overpass could be created for pedestrians at the very least, this would be a huge improvement. Especially if you are expecting commuters walking from the surrounding areas to the station. At the moment I see very few bicycles at this intersection, probably because it is so dangerous to cross. So that would be the first issue to tackle if you want to create a viable walking/ bike path to access the station.
56. I would like the council to prioritise active transport - walking & riding first - with public transport next and private transport last.

This will support local residents and encourage more people to visit the area without jumping in their car - less traffic, less noise, less pollution, less car accidents - friendlier streets and neighbourhoods!
57. It would be great to have more grass by the pavements - between Moray and Kings Way there is half pavement and half grass. This is fantastic. City Edge have done a fantastic job in maintaining the grass area. Do not remove or cover the grass with flowerbeds or other street furniture.

It would be great to put in temporary road calming measures as sometimes cars drive away too fast on this section of the road. A pedestrian crossing (zebra perhaps) would be great between the two halves of Eastern Reserve. But the other half of Park Street from St Kilda Road to Kings Way needs a major investment - add green grass if possible to parts of the pavements. Currently it is cold and clinical and I don't think

the suggested improvements will do enough at ground level.

58. It is a win-win for pedestrians, cyclists, public transport users, residents and businesses.
59. Park St East of Kingsway is an absolute bottleneck for thru traffic ... there is single lane traffic despite this is a major through road connecting St Kilda Rd to South Melbourne. The tree scape is deplorable except for the olive tree at least 50 years old) outside The Olive Tree Restaurant.
- Wells St is a major feeder road onto Park St this intersection is stagnet at peak times. Car entrance to large apartment buildings also.
60. Please try and incorporate more native trees to improve & enhance greening of the streetscape as wee as provided bike lane facilities - especially as there will be a major transport hub at Gallipoli Station.
61. I would like to congratulate the Council on developing such a comprehensive and well-thought-out set of proposals. They really reflect well on the Council's Planning capabilities.
62. Yes
63. Although there is no need for me to park in Park Street it is good to see the beautification given to the street.
64. I think Park Street is a strategically important east-west bike riding connection. It will link the Domain precinct and Anzac Station to South Melbourne, Port Melbourne, South Bank, Docklands and Fisherman's Bend. It will also be a link from South Yarra and beyond via Domain Road which leads directly into Park Street. I also think separated bike paths in Park Street will be much safer for pedestrians, cyclists and motorists.
65. Once the Anzac Station is operational, Park St will be a vital throughway for East-West Traffic. With increasing use of bikes, safety of cyclists vs cars, or of pedestrian v cars becomes vital, and the proposal will assist mightily while improving the visual streetscape.
66. Please do not do this we have lived through disruption over the last few months. Could we please have some peace and quite and a normal life. Bike riders and Bikes care about no body. I have early had the little puppies ridden over a number of times and they get frightened with the bikes charging down on them. Help do not make our life worse than it already is.
67. I don't feel it's appropriate to reduce the footpath for bike lanes. These paths become quite busy during peak periods and the space is required, especially when trying to maintain social distance. There are adequate bike paths on the surrounding streets, like Albert Rd.
68. While I welcome the overall landscaping content of the proposal, I very strongly object to the inclusion of a bike path on either or both sides of Park Street. This would destroy the amenity of Park Street and there is currently virtually no demand by cyclists, especially as there are already adequate bike paths on either side of Albert Road.

69. While cycling I've been passed dangerously too many times on Park Street. Separated bike lanes would be amazing.
70. Enough bike lanes! As a motorcyclist these pests that use these frequent two a breast and weave in an out whilst paying no attention to road rules or their own and others safety. Move them away from St Kilda Eoad and Kings way and Moray Street. Silliest "improvement" you've ever done.

71. We welcome the landscaping content of the plan but we very strongly object to the inclusion of a Bike Route in Park Street east of KINGSWAY. THERE IS VIRTUALLY NO CURRENT USAGE OF THIS SECTION OF Park Street by cyclists.

The documentation does not inform the community of the deleterious impacts of the Bike Route, does not prioritise pedestrians and instead puts foot traffic last.

Any Bike Route in Park St East will stop what will become the most prominent pedestrian street and community hub in the centre of a new, high density precinct. More than 22 new developments are planned in the next 5-10 years , with 11 permits already issued and 3 residential and residential/office projects are under construction.

The precinct will create an estimated 4,400 new apartments and be home to a new population of around 8,800 new residents and 2000 office workers. There will be at least 16 new or existing shops and retail outlets - 7 on the southern footpath of Park St and 9 on the northern footpath.

Together they will create a new community gathering place around cafes, restaurants, mini supermarkets and retail stores in Park St east. This will be the future 'village heart' of the Domain precinct, with a busy tram super stop in its centre.

The Bike Route proposed reduces the 6 metre wide footpath to 3 meters and 1.8 meters where outdoor dining occurs. The proposed Bike Route the length of the 2-lane vehicle access to KINGSWAY by 50%, significantly increasing the existing bottleneck.

Please redesign, preserve and enhance the pedestrian street, allowing the new retail and community hub to emerge and prosper. Please remove the Bike Route from your plan. We live here!!

72. provide some bollards, separating the bike lane from regular road traffic. It's a busy area and there are not many bike routes thru that area, so what ever bike lanes are introduced, they should be safe to encourage more people to use them. cheers.
73. Make the space more friendly and liveable for those who want to walk, cycle and catch public transport. I'm so tired of the amount of public space given to private vehicles.
74. I'm very disappointed that the original design has been downgraded, and that safety of people on bicycles has been sacrificed to allow for more car parking. City of Port Phillip has declared a climate emergency and is committed to encouraging more active transport. This needs to be translated into more effective action.

75. More plantings and green space. Park st is a horrible concrete cemetery currently. Don't make the transitions for bike riders bumpy when going onto the shared walkway space.
76. While the project is very promising long-term, Park Street currently is in dire straits and needs some immediate rectifications while the plan is being executed.
1. Sreet Lighting- Very dark in few areas esp opp XX Park Street and little bank street and feels unsafe.
 2. Footpath very uneven and hard to walk on.
 3. Graffitis and rubbish on the footpath everywhere esp around the corner of Kings and Park Street and Little Bank Street.
 4. Very limited time to cross the Kingsway signal as a pedestrian, no safe place to stand in the middle of the road as cars and trams are extremely fast which needs immediate attention.
77. Why the need to change something that is working
78. I welcome the landscaping content of the proposal, but very strongly object to the inclusion of a bike path on either or both sides of Park Street which would destroy the amenity of Park Street and for which there is virtually no current demand by cyclists, especially as there are adequate bike paths on either side of Albert Road".
79. The report is full of 'dotted possibilities'. This means the decision is kicked down the road - the report is pie-in-the-sky.
Do I read it right - you are proposing putting bikes onto the footpath? With no barrier? This is a disaster. Council policy is for separated lanes - why have you proposed otherwise? Shared lanes do not work in the interests of all users. FURTHER is there bike lane on the northern side? I can't quite see that in the documentation. ? OR are you proposing two-way lanes on the south side? That would be a brave decision!
80. The on-footpath bike lanes are second-rate--- they do not provide a direct and convenient route for cyclists, and also invite conflict with pedestrians. The engineers' report rates them as less safe than the original on-road protected lanes. Please re-instate these.
81. Anything you could do to stop it being a freezing cold wind tunnel would be good. The worst feature is the Kingsway intersection. Waiting for the lights to change on the Wiseguys pizza corner is terrifying and once the pedestrian lights turn green, you have to run to avoid getting stuck in the middle of the highway because the lights don't last for long enough. Crossing in the other direction is also terrifying because traffic turning right out of Park St into Kingsway can get very fast and close. The best thing you could do activate Park St is to build a pedestrian overpass over Kingsway.
82. Park St is currently bifurcated by Kings Way and is really difficult for pedestrians and cyclists to cross. There is also not a lot of space to wait for the pedestrian light to cross. The money might be better spent building an overpass or subway.
-

83. 1. I would like to see more bench seating along the street, up to Moray Street and also St Kilda Road, on both sides of the street.
2. I would like to see the olive tree kept outside the Olive Tree bistro. I don't understand why the current tree has to be removed; it looks okay, but then I'm not an arborist.
84. Why stop at Moray street? The stretch between moray and Clarendon is cold and featureless. You can see residents desperately want things greened, we are all doing our little bit. The street outside our homes is unappealing, yet so many of us with families want to be out there. A greater garden area would provide a safety buffer for our young ones on scooters/bikes. We use bikes all the time, very happy that route to st kilda road will be safer, but hope this is extended up park. Please keep residents parking permits and keep short term paid parking- it is often very difficult to park near our house which is very hard if juggling things like shopping and kids.
85. You should be investing in EV infrastructure. I don't understand why we are making special roads for bike riders who apparently pay nothing towards the roads. I own two electric vehicles - I now have to pay per KM traveled tax (according to the vic gov I wasn't contributing to the cost of the roads). If I'm going to pay this tax, I'd like to see the government actually use the money I'm paying to put in charging stations.
86. the tram stop at the intersection of park and wells does not provide enough room for cars bikes and people.

the intersection is already dangerous as traffic swing out when turning into wells street A better option would be bike lanes and improvements on albert road between st kilda road and kings way and down to moray street to connect with bike lanes on Moray st
87. Generally I feel the improvements to the cycle paths are great. Love that they're clearly marked and divided from the road. Love the improvements to the nature strips too (feel the planted areas could be increased) and that native flora will be used, really love the idea of a green tram track when tram line is eventually extended. Crossing at kings way needs to be a pedestrian friendly as possible - currently kings way acts as a huge barrier to the neighbour and would be great to improve crossing, to make it easier / safer and visually pleasing - to encourage more flow between areas either side.
88. It's great and looks like a huge improvement. The issue residents from no. have is having to do a U turn on Wells St to be able to travel down Park St towards Kings Way. It is even more dangerous now with the new lights. There needs to be a roundabout at Bank and Wells St to provide a safe way to get back onto Park St.
89. I'm a pedestrian and an extensive user of Park st. I'd like to see Park st to be more walker friendly. The expansion of bike lanes may increase the risk of accidents.

90. I'm happy that you are upgrading Park Street but I wish you would also upgrade Bank Street. Putting more parking on my street is dangerous and not helpful. My vision impaired daughter struggles to cross the street as it is. Its always littered and messy. Given the amount of rates you collect in Bank Street, you should be doing something to improve it and indeed the entire area. Making it a haven for parked cars and enticing more traffic on the street is not an improvement.
91. Park Street provides a more direct rider connection across Kingsway to South Melbourne, Port Melbourne, Southbank, etc from St Kilda Road and Domain Road than any other alternative route.

With the projected increase in bike traffic in Park Street a separated bike path is essential for safety reasons.

Albert Road would not be a viable alternative for local cyclists. There is too much additional distance involved.

92. Bike lanes are hazards to pedestrians. DONT PUT THEM IN! cyclists still end up using the footpath and dont look out for anyone. Just add more grass verg, tress and bins where crows cant get into them. If you truely want to deal with the wind tunnel then dont approve apartment blockd
93. No amount of money is going to assist the road traffic chaos to come(due closure Albert Rd Sth) nor the wind tunnel effect through this area. Suggest get Yarra trams to extend tram line thru to Clarendon St (ie Kingsway to Moray St)
94. I think this proposal will be safer for all users and it is an important and effective part of the bike link between the City of Port Phillip and surrounding LGA's..At present park Street is quite ugly and this enhancement will make it more appealing.
95. It would appear this proposal will further restrict the flow of east-west traffic due to the apparent closure of one lane of traffic travelling west to South Melbourne. The existing conditions are already stressful for residents entering Park Street from Dorca Street via Wells Street. At peak hours residents in the St James and Royal Domain buildings struggle firstly to get into Wells Street due to the heavy flows of traffic, and secondly the volume of traffic turning left from St Kilda Road. If this proposal proceeds it would appear the heavy volume of traffic travelling west to Park Street over Kingsway (and also for vehicles turning right into Kingsway) will cause further delays. How do you propose ameliorate these problems.

96. I strongly welcome this project and the aim to make this much used thoroughfare much more pleasant for everyone, and particular, pedestrians, cyclists and shoppers/diners. This street is currently very inhospitable to the above categories of users, due to the noisy, dominating car traffic, and the harsh sun and winds. Businesses give the impression of only just surviving, when many of them are actually quality businesses. This project should help them do better by making park St a more pleasant place to be. It also currently feels quite unsafe later at night when I walk home to South Melbourne from the St Kilda Rd trams, especially the section between St Kilda Rd and Kings Way. Making Park St more amenable to foot traffic and diners would increase the sense of safety greatly.

The only other suggestion I would make relates to the park on the south eastern side of Park St. Could you consider incorporating a raised pedestrian crossing across Heather St, in front of the gate into the park? Motorists are often driving quite fast as they come up to the intersection with Dow St, and they often seem confused with the unusual intersection there. Some drive over the traffic dividers in the middle of the road and I have seen others hit the curb on the park side.

I often see parents with strollers, young children and/or a dog not quite knowing how best to cross from the Dow St side of Heather St to access the park gate. I am worried that one day a child will get run over trying to cross Heather St. It feels a bit like an accident waiting to happen. Thanks for taking this into consideration, despite being outside the scope of this particular project.

97. Need to focus on pedestrians, and ensure that cyclists follow the directions, like including signage indicating that cyclists need to dismount. I am beyond sick of the sanctimonious cyclists and the Lance Armstrong wannabes running people over and/or almost causing accidents with trams at 7:15 every Monday, Wednesday, and Friday morning
98. I live on Park st and there is a very strong vibration felt on the pavement at the crossing, outside pizza shop (corner of Kings way and Park st) when trucks drive on Kings way. We can also feel vibration in the house. could there be something done about this?
99. I appreciate the work to upgrade park street and it looks very good for people walking, biking and using the new Anzac station. I wanted to comment about the review to upgrade parking on Bank street as that is where I live. Currently we can have our families visit us on the weekends as there is no paid parking or time restrictions. This is something we considered as we bought into the Parkside apartments as there are no visitors carparks in the apartments underground car park. It would be extremely disappointing if this changed to short term/paid parking over the weekends as it would make this very difficult for our visiting families. As we are residents in Bank street, I do ask you consider this feedback. Thank you
- 100 I think it is dangerous to have bikes in park street ,for pedestrians cyclists and vehicle drivers including tram drivers , why wouldn't you direct cyclists to Dorcas street where there are no trams and no tram stops .As for having a cycle lane on or next to the foot path ,it is crazy , cyclists aren't pedestrian friendly , just see south bank.

101 There are many apartments along Park Street East and vehicular access and parking is grossly inadequate due to changes made to accommodate Anzac Station. This is going to be worst with new apartments being planned to commence construction in the near future. As it is, I have to drive through Officeworks "private" carpark to access Kingsway North. Many buildings fronting St Kilda Road have vehicular access through Wells Street and this makes turning right into Wells Street quite hazardous. We have got dedicated tram tracks and a super stop, vehicular lanes being reduced to one lane each direction, street parking grossly reduced and now a bike lane is going to take away outdoor dining space and pedestrian walkway. There is simply not enough space to adequately accommodate these many transport modes. To serve all these modes of transport with exclusive ROW, one of these modes have to go underground or overhead; and the logical choice is the tram track. Our society has to be encouraged to share ROWs as it has successfully done so in various locations in inner metropolitan precinct. I pray that CoPP will be fair to all tax, road tax, fuel tax and rate payers.

On the pocket park proposal, carparking is going to be a problem with the reduction in carparks in Kings Place and closure of Cobden Street. The pocket park is a welcomed innovation but carparks for XX Kingsway is grossly inadequate and the vehicular access to and from Oasis and XX Kingsway is likely to cause traffic chaos in Kingsway.

102 Just a comment on the intersection of Wells Street and Palmerston Crescent. Why when so much money was spent on redoing the traffic light situation we still have 'no right hand turns' causing a much longer drive to get around? It is ridiculous.

103 Kings Way is a huge barrier when getting from St Kilda Road to Sth Melbourne and is very difficult to cross. Park Street provides one of the few crossing points for both traffic and pedestrians. These proposed changes will only cause bottlenecks in Park Street for those trying to cross Kings Way. Pedestrians should be prioritised and bikes should be encouraged to take an alternate route where they will not engage with pedestrians. Park Street is currently ugly but this proposal will not make it less ugly .. just more congested.

104 I love the proposal and would like the improvement to start construction as soon as possible

- 105 We welcome the landscaping content of the plan, but we very strongly object to the inclusion of a Bike Route. There is virtually no current demand for cyclists to use this route east of Kings Way.

The proposal does not inform the community of the deleterious impacts of the Bike Route, does not prioritise the pedestrians as No.1, and instead puts foot traffic last.

Any Bike Route in Park St East will stop what will become the most prominent pedestrian street and community hub in the centre of a new high-density precinct. There are more than 22 new developments in the next 5-10 years, with 11 development permits have already issued, and 3 residential and Resd/Office projects are in construction.

The precinct will create an estimated 4,400 new apartments and be home to new a population of approximately 8,800 new residents and an estimated 2,000 office workers.

There are 16 new or existing shops and retail outlets approved as part of these new developments.

Seven shops are on the southern footpath of Park St and 9 on the northern footpath.

Together, they will create a new community heart and gathering place around cafes, restaurants, mini supermarkets, and retail stores in Park St East.

This will be the future "village heart" of the Domain precinct with a busy tram super stop in its centre.

The bike route proposed reduces the 6-metre wide footpath to 3 and 1.8-metres wide with dining. The Bike Route also reduces the length of the 2-lane vehicle access to Kings Way traffic bottleneck by 50%!

Please, redesign, preserve and enhance the pedestrian street, allowing the new retail and community hub to emerge and prosper. Please remove the Bike Route. We live here.

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- 107 The proposed plans a wonderful improvement on the streetscape.
It is also a huge improvement on the safety of cyclists.
- 108 Where possible separation of bike paths and pedestrian walkways is desirable to avoid collisions. Some sections proposed have garden beds which would work well. Other sections have marked bike paths on the same sidewalk as pedestrians which is undesirable.
- 109 The plan must address the Kingsway intersection to enable safe crossing for both pedestrians and bikes
- 110 I think it is a great idea to add dedicated cycle routes to park street however in the design report I do not see much about improving the safety of crossing Kings Way. Crossing this on a bike is not for the faint hearted. The design report shows the bike boxes just on the left hand side of the road and not across the front of the left turning traffic. Other alternative is to turn the pedestrian crossing into a joint bike crossing.
- 111 I hope there will be no trees planted, they destroy footpaths and roads through their roots making it uneven to walk. Colourful shrubs are needed, not just green stuff, make it look beautiful. Please no more signs, time to take down some old ones, they make the area look ugly.

We don't need a bike path, there are very few bikes using park street, Instead we need more traffic lanes. Traffic is bad on Park Street as it's a through road to Kings Way.
- 112 The proposal touted adding trees to improve the street climate, however it appears as if there are more trees being removed than added. This should be reviewed to maximise greenery on park street and help it live up to its name.

- 113 Remove the super tram stop as it is only a temporary substitute for The Domain Stop, which will return. Constricts traffic flow and very dangerous for bikes and pedestrians.

Do not narrow the footpaths at all.

Very few bikes will use the street as it does not lead anywhere. The \$millions spent on Moray Street has been a complete waste. \$thousands per bicycle trip.

Stop more tall buildings being added. That is why it is a windy wasteland. And the former brothels.

- 114 I believe you should be able to turn out of Palmerston crescent into Park Street heading towards St Kilda road. A right hand turn should be allowed at the lights you have set up at the corner of Park Wells and Palmerston crescent so people can head towards St Kilda road .

At the moment the only way out is towards Kingsway the traffic banks are badly and there's going to be a lot more traffic in this side streets due to the new residential complexes being built .

I believe all of the access points need to be made smoother and the footpaths fixed for wheelchair access as well

- 115 I think the proposed improvements of Park Street is excellent. The dedicated bike lane is very important and will provide a key link to Sth Melb, Pt Melb, Docklands etc, while improving the safety for riders. We need to make sure the one lane of traffic is not going to have flow on impacts into St Kilda road. Council must balance design with the fact that people will drive and not getting this balance causes more traffic jams. It is important that the trees planted flow on from the landscape design of St Kilda road.

- 116 This will make cycling safer and is a good proposal.

- 117 Crossing Kingsway as a pedestrian is always stressful. Anything to reduce the wind tunnel and increase shade and greenery would be a massive improvement. The changes done at the corner of Sturt St are a great example of what can be achieved on park Street. Thank you.

- 118 I agree that the proposal to make Park Street safer for pedestrians and cyclists is a good one. I also agree with 'greening' the area.

- 119 Generally Any improvement would be welcome . Overall end result should reflect Look and feel Collins street , Mel CBD
All Parking (for visitors) should be free

- 120 I would like to ensure that cyclists do NOT constantly cycle along the pavement of Albert Rd at dangerous speeds. This project should totally remove that option by providing a more attractive alternative route.

- 121 I think it's great to see a protected bike path on Park St, it makes much more sense than having one down Albert Rd. I love the additional elm trees too, great to see some greening of the precinct. Will be a major upgrade to an area that looks tired and drab. I'm very supportive of the plan and it's good to see a protected bike path and additional parking included.

122 Hello, as a resident of Park Street, between St Kilda Rd and Kings Way I am so very excited to hear that an upgrade will happen.

Ironically when I came to an open inspection in the street I said to my sister on the phone that I feel like this is somewhere you could get stabbed. It is so grey and dirty. Anyhow, I moved here because the location is awesome and I could afford to.

Onto the plan-

I think it will be really, really, really good when the tram line is extended from Park Street across Kings Way to Heather Street. Will make shopping (in South Melbourne as that's where the supermarkets are) without a car far easie from the Domain precinct.

For trees in the Park Street Kings Place - south section; My most favoured tree choice is the Chinese Tallow, it could be really cool to have a strip with red leaved trees to contrast all the green around the Shrine and at the parks near Heather St.

My least favoured tree choice is the Callery Pear, it's too dull for what already is a dull place- the buildings are inherently dull. Plus these trees are in my parents street on Oakleigh and the fruits that fall make an awful mess, you walk over and they squish into the ground. Also if the fruits fall on cars it ruins their paint.

It would be fabulous if Indigenous species were considered and I see that in some other sections they are being.

I'm really pleased that Little Bank Street is being considered for improvements as I use this street a lot and its pretty grose.

I'm also excited to read that trees will be planted along Kings Way.

I am a little bit confused however because it says in the Master Plan the Park Street Bike track will commence in the 2019/20 year. Maybe this is all Covid delayed?

I look forward to being kept in the loop with how everything is travelling. So exciting! Thanks

123 It's great to know about this project. I live on Park street and ride a bike. Currently, I don't feel safe riding my bike as cars come too close. The pedestrian paths are also in very poor condition so the whole street looks bad.

It would also be important to ensure the intersection on Park st and Wells St is clear. Currently, it's not safe even with the newly installed light.

It would also be good to have separate bike lines on St Kilda Road. Most residents in this area go to the city and riding on St Kilda Road does not feel safe.

124 I would like to see ongoing focus on permanent bike, pedestrian and public transport links with decrease emphasis on cars.

125 I would like to see parking permits for residents to use if the parking is being taken away from Park Street this is not fair on local residents who might require parking and for this to be taken away from local residents. There needs to be compensation for this to residents

126 No where looks nice unless it's clean and tidy.

This is very much lacking with the council. Filth is everywhere and nature strips messy untidy. No use planting when it's not kept tidy.

A bike lane in park street is unnecessary, no bikes on that road but many cars, it's ridiculous to hold up traffic. Don't plant huge trees along park street as their roots upheave roads and pavements making it very uneven. Plant low flowering scrubs to lighten up the place, we need colour. If any trees are planted, it should be pink cherry blossom or even fruit trees, lemon, orange, cherry, apricot trees etc.etc.

127 Native under planting/garden beds is a must

128 Kingsway intersection needs a lot of attention from a pedestrian perspective - needs to feel safer, less exposed. Has permeable paving been considered? The area is subject to flooding.

129 Most of park st is ruined by developers who have been allowed to do essentially whatever they want . The strip from St Kilda Rd to Kingsway is ugly and a wind corridor I'm not sure what can be done. Traffic banks up now it has been reduced to one lane which makes more traffic wait and generate car fumes making it uncomfortable and unhealthy for walkers.

130 I would like to see more green space, planted nature strip on north side of park st, to the west of kings way. Improvements to Law St, to improve pedestrian access

131 It would be great if the North side of Park Street could be made greener West of Kingsway. Is it possible to include a planted nature strip similar to the one on the South side of Park Street?

132 The patchwork of ground that is the footpaths is disgraceful and unsafe. I am so very happy to see that this area is getting attention.

Also, leaving park st to northbound Kings way is a disaster currently. I would be grateful for any attention to traffic flow for locals.

133 More protected bike infrastructure. Physical barriers between bike lanes and traffic.

Anything that reduces the attractiveness of traffic coming through Park St from St Kilda Rd or Kingsway.

134 I strongly object to additional constructions for bikes including their lanes and parking. It is already hard enough to drive and manoeuvre without losing more space. Additionally there is not sufficient parking for nearby residents and their guests as it stands today.

135 Areas for outdoor dining.

136 Safety for bike users and pedestrians