

**6.3 PORTMAN STATION STREET PUBLIC REALM AND HAUGHTON ROAD****OFFICERS' REPORT**

Submitting Councillor: Stuart James

**MOTION – Part A**

*That Council:*

1. *Notes that on 28 August 2018, Council endorsed the Oakleigh Activity Centre Transport Interchange Design Review 2018 for public consultation, embracing the Urban Design Principles, Key Moves and Individual Site Proposals, including the redevelopment and pedestrian enhancements of the public realm at the intersection of Portman and Station Streets.*
2. *Notes that on 28 August 2018, Council directed officers to continue discussions with key Government Departments, key landowners, Vic Track, VicRoads (now DoT), Vicinity and the Oakleigh traders Association.*
3. *Notes that the results of the community feedback on the Oakleigh Activity Centre Transport Interchange Design Review were presented to Council on 30 October 2018, with Council resolving to note the key findings and continue to advocate for the upgrading of the Oakleigh Interchange public realm.*
4. *Notes that one of the key themes from the community feedback was Traffic Congestion and in response Council officers advised that further technical work, including traffic analysis and scenario modelling to test the degrees of congestion, would be part of any future stage of the upgrading of the Oakleigh Interchange public realm.*
5. *Directs officers to further develop the design for the public realm at the intersection of Portman and Station Streets and engage a traffic consultant to provide the required analysis and scenario modelling noted above and refers consideration of a further \$100,000 to the 21/22 budget process to enable this work to occur.*
6. *Notes that there may be additional budget and work required following completion of the further work identified above, and this will be requested of Council once the initial work has been undertaken and any further work that may need to be undertaken is known.*
7. *Notes that discussions will occur with key stakeholders and adjacent landowners to identify the opportunities and implications of such road condition change.*

**MOTION – Part B**

*That Council:*

1. *Notes the opportunity for economic uplift and increased amenity and safe pedestrian movement by closing or creating a shared space along the section of Haughton Road, directly to the south of Oakleigh Station, between Johnson St and Mill Rd.*
2. *Endorses a two-stage feasibility study to assess the technical and financial viability to alter the road condition of Haughton Road, between Johnson St and Mill Rd, Oakleigh.*
3. *Allocates \$30,000 from the 20/21 budget to enable the preliminary schematic design work to be undertaken and refers consideration of a further \$100,000 to enable the feasibility and consultation to be undertaken to the 21/22 budget process.*
4. *Notes that discussions will occur with key stakeholders and adjacent landowners to identify the opportunities and implications of such road condition changes.*

#### **BUDGET IMPLICATIONS**

As identified in the Motion, a budget allocation of \$30,000 from the 20/21 budget and \$200,000 from the 21/22 budget is required to enable the identified work to be undertaken.

The Motion also correctly identified that additional budget and work may be required following completion of the further work identified in the Motion. This will require further consideration of Council once the initial work has been undertaken and any further work that may need to be undertaken is known.

#### **IMPACT ON INTERNAL RESOURCES**

If passed, there will be impact on internal resources managing external resources and reviewing the work that is undertaken. This component can be managed within existing resources.

#### **COUNCIL PLAN AND COUNCIL POLICIES**

The Motion relates to the following Council Plans and Strategies and specifically aids in the delivery of the key actions within them, as noted below:

##### **1. Community Action Plan – Oakleigh**

- a. Theme 3: The Built and Natural Environment
  - i. Advocate for suitable car parking to meet the changing needs of the Oakleigh Activity Centre
  - ii. Advocate for improved pedestrian linkages between key locations within the Oakleigh Activity Centre
- b. Theme 4: Community Safety
  - i. Improve options related to car parking in the local area
  - ii. Improve visual appearance in transport interchange area – involve local students in art projects/creation of murals to beautify area
  - iii. Crime Prevention through Environmental Design Audit (CPTED) in and around Oakleigh Station
- c. Theme 5: Recreation and Leisure
  - i. Improve connectivity to cycling networks and increase bike parking options

- ii. Create convivial 'community encounter zones' as well as creating opportunities for celebrating street life
- iii. Increase footpath widths and slow traffic. Put pedestrians first with less emphasis on cars
- iv. Promote the use of public transport by advocating for improved services and developing the Oakleigh transport interchange facilities

## **2. Age Friendly Monash**

- a. An identified group of actions (Domain 1) in this plan relates to the creation of more safe and accessible outdoor environments and public spaces, which are important for the mobility, independence and quality of life of seniors

## **3. Environmental Sustainability Strategy**

- a. Ensure public and private spaces deliver connectivity, liveability and sustainability outcomes at the catchment scale
- b. Urban environments are designed and planned to promote and encourage integrated and active transport

## **4. A Healthy and Resilient Monash: Integrated Plan**

- a. Promote active transport
- b. Promote opportunities for public art.
- c. Create safe, inclusive and accessible spaces.

## **5. Monash Integrated Transport Strategy**

- a. Implement lower, time-based speed limits on appropriate local streets such as around schools, Activity Centres and areas of high pedestrian activity
- b. Conduct precinct/catchment-based safety reviews around schools and implement measures to eliminate perceived and real safety risks, with the goal of both increasing active travel to school and reducing crashes.
- c. Review conditions (such as lighting, sightlines, activation, public surveillance, vegetation) affecting perceived safety around public transport hubs and make improvements where required
- d. Implement mechanisms to increase the number and quality of public space connections and capacity for priority walking and cycling routes within and to Activity Centres.
- e. Collaborate with PTV to review bicycle parking at train stations
- f. Advocate to PTV for a bus network review in collaboration with key stakeholders, to identify where routes could be altered to provide more direct routes and better connectivity, and where new routes could be implemented.
- g. Work with PTV to implement bus interchange upgrades at Oakleigh Rail Station.
- h. Work with PTV, Metro Trains Melbourne and local bus operators to minimise passenger waiting times by coordinating timetables at key interchange points, including Oakleigh Station
- i. In conjunction with PTV and local bus operators, investigate installing kerb extensions in shopping strips and activity centres, to improve accessibility for public transport users.

## **6. Open Space Strategy**

- a. Preserve open space in the south of the railway line [Oakleigh Station] and improve the existing provision.

**7. Monash Loneliness Framework**

- a. Third places: prioritising the importance of third places that are affordable (preferably free) and accessible to the community and provide homely environments with opportunities to chat and forge connections

**8. Economic Development Strategy and Action Plan**

- a. Plan for attractive and vibrant employment precincts and work in collaboration with other parts of Council to promote employment precincts and activity centres as places to work, recreate and learn.
- b. Support the Urban Design and Planning departments to drive improved amenity and employment opportunities within Monash precincts
- c. Promote and advocate for infrastructure to position Monash as a smart and connected city driving economic, social and environmental outcomes

***RELEVANCE TO WORK ALREADY UNDERTAKEN BY OFFICERS OR COMMITTEES***

Both the Portman Station Street Public Realm upgrade project and the Haughton Road project, build directly on work already undertaken by Monash Council staff over many years and most recently the *Oakleigh Activity Centre Transport Interchange Design Review*, commissioned by and previously noted by Council at a Council meeting in 2018.

The technical component of this proposal, along with the more detailed design, and in-depth consultation with interested parties, will allow for more accurate cost planning and the required evidence base for future capital funding.

***FURTHER CONSIDERATIONS***

In addition to addressing the key theme of traffic congestion, identified from responses to the August 2018, public consultation on the *Oakleigh Activity Centre Transport Interchange Design Review*, the three stages mentioned above will also need to respond to and address the community feedback on the following key themes:

- Key theme #1: Public realm appearance
- Key theme #2: Public transport
- Key theme #3: Parking
- Key theme #5: Safety